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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS

BETWEEN

JULY 1ST, 1863, AND JUNE 30TH, 1864.

Presented by Command of Her Majesty to both Houses of Parliament,
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ARGENTINE REPUBLIC.

ROSARIO.

Report by Mr. Consul Hutchinson on the Trade of Rosario for the Year 1863.

THE commercial condition of Rosario for the year 1863 shows this port still suffering from the collapse caused by abolition of differential duties in December 1859, as well as by disorder ensuing on the battle of Pavon, in September 1861.

Yet, that the Argentine Republic, on the whole, is advancing in its commercial relations with Great Britain may be ascertained from statistics issued by the Board of Trade, which give for the corresponding ten months, from 1st January to 31st October:—

In 1862 Exports from Great Britain to Argentine Republic £661,816
In 1863 „ from „ to „ 1,065,602

Thus showing an increase of more than half a million sterling in one year.

During the whole of the past year no British ship has entered Rosario save the steamers "Esmeralda" and "Espigador," both plying between this and places up the river Parana. Two English vessels, chartered with coal for the hulk stationed at Parana city, of the Paraguaya steamers, have passed by.

The Shipping Return in 1863, issued by Senor Don Cecitio Echeverria, Captain of the Port, only comprises vessels between Rosario, Buenos Ayres, and Monte Video, and gives—

Entering Rosario from Buenos Ayres, 342 vessels, with a tonnage of 27,608 tons; from Monte Video, 81 ships, with a tonnage of 4,687 tons.

Sailing from Rosario for Buenos Ayres, 372 vessels, with a cargo of

26,344 tons; for Monte Video, 53 sailing craft, with a tonnage of 3,443 tons.

It must be borne in mind, that by far the greater part of this produce and merchandize is to and from Europe and North America.

The falling off in the gross sum of exports, as compared with 1862, is 247,340 Bolivian dollars, or about 37,101*l.* sterling Yet, with this we have the important fact, that the export trade of last year exceeds the import by 1,414,688 Bolivian dollars—say, 212,204*l.*

The decrease is chiefly marked in the article of dry hides (of cow and ox), which in 1862 numbered 365,893, as compared with only 213,147 in the past year.

Copper, from the mines in Catamarca, has had an increase from 11,096 cwt., or about 554 tons in 1862, to 14,254 cwt., or above 712 tons in 1863. This article is likely, at some future day, to become an important export from the Argentine Republic; it is manufactured chiefly at Rosario, where we have three flour mills—one a steam-mill in the town, the other two turned by the water of the little river Saladilto, about a league to the south. Some of this flour is brought from the steam-mill of Monsieur Roques, of Cordoba. The tanned hides are from Tucuman, and the wheat is principally from the province of Santa Fé.

Wool in the last year shows an increase of 8,509 arrobas over the previous year, the relative quantities being 219,981 arrobas for 1862, and 228,490 arrobas for 1863.

The greater part of this increase may be credited to the province of Cordoba, the wool therefrom, on account of its superior quality, is coming to be highly appreciated in Europe. In 1856 Cordoba exported little more than 12,000 arrobas of wool; in 1863, its produce amounted to 36,000 arrobas.

I deem it right, that men investing money should be forewarned of such casualties as drought, excessive rains in thunderstorms, and overstocking land, as bearing on the destruction of sheep, as well as putting an impediment to their increase. For it is not justice either to the investor or to the healthy prosperity of the Argentine Republic, to describe everything connected with sheep-farming in a pastoral *coleur de rose*. The exportation of wool having become the most important traffic of this part of the world, therefore it is more needful that it should be well understood.

The goods trade between Rosario and the interior provinces for the last two years shows the following result:—

STATEMENT of comparative Traffic between Rosario de Santa Fé and Interior Provinces during the Years 1862 and 1863.

Year.	Arrivals.			Departures.		
	Carts.	Mules.	Tons.	Carts.	Mules.	Tons.
1862 ..	4,376	1,256	8,960	3,588	1,194	7,366
1863 ..	4,186	3,250	8,494	4,050	3,127	8,400

Aggregate, 1862.	Tons.	Aggregate, 1863.	Tons.
Exports	8,960	Exports	8,494
Imports	7,366	Imports	8,400
Total	16,326	Total	16,894

	Tons.
1862	16,326
1863	16,894
Increase..	568

To this may be added the passenger and money traffic by the diligençias that ply to and from the provinces.

PASSENGERS Traffic, with amount of Specie from the Provinces brought by Diligences to Rosario for exportation during the Year 1863.

Trips.	Passengers.	Money.		Amount in £ Sterling.
387	2,292	Ounces	5,295	£ 255,598
		Condores	7,363	
		Marks, Silver ..	7,240	
		Buenos Ayres Paper	259,491	
		Bolivians	670,242	
		Various	414,832	
		Equal to	B. $ 1,370,654	

These two last Tables show very important bases of action for the Centro-Argentine Railway; sixteen miles of its *terra plana* were completed in a few months, and the first instalment of its rails and machinery is now on the way from England.

The works for the navigation of the Rio Salado were inaugurated on the 23rd of December last. They are under the superintendence of the impresario, Don Estevan Rams y Rubert, who, in the hope of a company being established in London to assist him, guarantees to have the navigation opened in three years.

The advantages of the navigation of this river, considered in a commercial point of view, are likely now to be considerably increased, in consequence of a new line of frontier the National Government is preparing to establish. This is to commence on the left bank of the river Parana, opposite Corrientes, and to extend across the Northern Chaco to the city of Santiago de Estero, being nearly a right line in the 28th degree of south latitude. In order to mark out this frontier, and organize posts in it, General Ferrer is now setting out with a sufficient force of cavalry and infantry, as also with an engineer, relying, at the same time, on the support which the friendly Indians of the Chaco may render to him. It may be easily seen by inspection of a map of the Argentine Republic, that the lands conceded to the Salado Company will thence derive a value impossible to be calculated on at the present time. The establishment of colonies to the south of this frontier line, that will serve to them as a protection against the marauding Indians, is the main principle on which the promoters of the Salado navigation scheme depend for its success.

A new feature in Argentine trade is arising from the manufacture of wine in the Audine provinces of Mendosa and San Juan. Much of this is being already exported to Rosario, but very little of it goes any farther. The large quantity of grape-vines growing in the colony of Esperanza at the time of my visit there in 1862, promises well for the future wine exports of this country.

Although I have distributed to different parts of the Argentine Republic twelve barrels of cotton seed—each barrel containing 140 lbs. weight—sent out to me by the Cotton Supply Association of Manchester, I can say nothing as yet of the product. The two great obstacles to pro-

fitable cotton-growing here are the want of labour and the frequently recurring drought. The latter might in some degree be obviated by the sinking of wells, as by planting it on the banks of the river, if we had plenty of the former. But it appears to me almost hoping too much to expect the native Gaucho will change from the exciting work connected with horses and saladero business, and tame himself down to the patient labour which successful cotton cultivation requires.

Whilst I am compiling this Report, the idea of a National Exhibition of Argentine products, to be held at Rosario, has been proposed by Mr. William Perkins, editor of the "Terro-Curril" newspaper here. The most important contents of this to be forwarded to the Grand General Exhibition next year at Paris. The National Government at Buenos Ayres, through their Minister of the Interior, Dr. Rawson, have taken the matter up with manifest and impressive interest.

British Consulate, Rosario, March 20th, 1864.

BRAZIL.

PARA.

Report of Mr. Consul Perry on the Commerce, Agriculture, &c., in the Provinces of Gram Parà, Amazonas, and Maranham, for the Year 1863.

Maranham.

Navigation.—The nationality, number, and tonnage of vessels that arrived at and departed from this port during the year ending the 30th of June, 1862, are as follows:—

Arrived: British 16, Portuguese 20, American 11, Brazilian 2, Brazilian coastwise 69, French 10, Spanish 6, Austrian 1, Russian 1. Total 136 vessels; tonnage 34,362.

Sailed: British 14, Portuguese 18, American 9, Brazilian 1, Brazilian coastwise 60, French 11, Spanish 6, Austrian 1, Russian 1. Total, 122 vessels; tonnage, 36,122.

Imports from foreign ports during the year ending the 30th June, 1862:—

	Milreis.	Reis.
From Great Britain	2,302,769	090
„ France	496,427	627
„ Portugal	289,624	713
„ United States	99,249	720
„ Spain	62,029	725
„ Austria	8,415	000
„ Hanseatic Towns	4,954	175
Total	3,263,470	050

Exports.—The principal articles of export from this province are cotton, hides, and sugar.

Much attention has lately been given to the cultivation of the sugar-cane, and many planters have abandoned their cotton estates for the purpose of establishing sugar-mills.

Eight years ago three-fourths of the sugar consumed in this province was imported from Pernambuco, whereas now, the receipts from the interior are superior to the consumption of the province. Consequently, considerable quantities of sugar are exported to Parà and foreign ports.

Cotton.—As no factories exist in this province, cotton is cultivated for export; and the following Returns will show the receipts from different parts in the interior, during the years 1861 and 1862:—

1861	36,177 bags,	equal to 7,235,400 lbs.
1862	39,496 „	„ 7,899,200 „

The average price of cotton per arroba of 32 lbs., during 1861, was 8 milreis 850 reis, and during last year 14 milreis.

This province produces the best Brazil cotton, and, were it not for the scarcity of labour, very large quantities might be raised.

Value of produce exported to foreign ports during the year ending the 30th June, 1862:—

	Milreis.	Reis.
To Great Britain	1,586,624	205
„ Portugal	985,045	102
„ United States	106,999	470
„ Spain	54,686	285
„ France	8,485	210
„ Other Ports	16,072	100
Total	2,757,912	372

Para.

The city of Sta. Maria de Belem, or Parà, is situated on the right bank of the river Guassarà, generally known as the river Parà. It has a mixed population of about 30,000 inhabitants, of which some 6,000 are slaves.

The city is regularly built, but the majority of the houses have a very miserable and mean appearance, and not at all adapted to a tropical climate. The streets, considering they are seldom repaired, present a very fair appearance, but the town is badly drained and lighted. However, this latter evil will soon be remedied, as an English company are now laying down gas-works. Chief edifices:—the President's Palace, Cathedral, Barracks, Arsenal, Episcopal Palace, and Seminary, formerly a Jesuit's College, Prisons, &c., &c.

The trade is mostly with Liverpool, London, New York, Lisbon, Havre, and the West Indies.

Vessels of large draught can lie near the city.

Parà would undoubtedly have twice its commerce and population were it not for the climate. Yellow fever, intermittent fevers, fever and ague, rheumatism, and many other infectious diseases prevail all the year round. Leprosy is also a very common disease, and I am informed it attacks its victims in 17 different forms.

Necessaries of life at Parà are very exorbitant, as can be seen by the following price list:—

Fowls	each	5*s.* to 7*s.*, and sometimes 9*s.* each.
Ducks (scarce)	„	5*s.* to 7*s.*
Turkeys	„	11*s.* 14*s.* and 17*s.*
Potatoes	per lb.	4*d.* and sometimes 6*d.*
Lard	„	2*s.*
Milk	per pint	7*d.*
Eggs	each	2*d.* and 3*d.*
Tea (very bad)	per lb.	7*s.* to 8*s.* 6*d.*
Fish not eatable.		
Sugar (moist)	„	7*d.*
Rice	„	3*d.*

Everything else in proportion.

House rent	per annum	30*l.* to 100*l.*
Servants (blacks)	„	30*l.* to 40*l.*
Labourers	per day	4*s.* to 5*s.*
Clerks	per annum	200*l.* to 300*l.*
Clerks in charge of mercantile Firms	„	500*l.* to 600*l.*
Engineers, &c., &c.	„	600*l.*

Weights and Measures.

Brazilian.		English.
1 lb	=	1·012 lbs.
1 Arroba	=	32·38 lbs.
1 Quintal	=	129,517 lbs.
1·002 Alquieres	=	1 Bushel.
17 Canadas	=	16 Imperial gallons, or 71·47 old gallons.
1 Vara	=	1·198 yards.
1 Covado	=	0·7414 yards.

In Parà the canada of oil equals 32 lbs. The above are Government standard measures used in the Custom-house of the Empire; but, by the customs of the trade, they vary in different provinces.

In this province, no fixed standard can be said to exist for ordinary mercantile transactions, dealers conforming their operations to custom with more or less variation.

Navigation.—From foreign ports there entered 102 vessels amounting to 27,527 tons, with crews consisting of 1,379 persons

Of these 102 vessels, 1 was an Austrian, 2 Spanish, 1 Lubeck, 1 Swede, 1 Dutch, 2 Danish, 6 Hamburghese, 17 French, 15 Portuguese, 25 North Americans, and 18 English.

Of the foreign vessels, 23 came from Brazillian ports.

Sailed for foreign ports, 96 vessels. 1 was a Spaniard, 1 Lubeck, 1 Swede, 1 Dutch, 2 Danish, 5 Hamburghese, 10 French, 11 Portuguese, 17 North Americans, and 20 English.

One only sailed for Brazilian ports.

Coastwise.—There entered 65 vessels, having 27,874 tons, and 1,978 persons comprising the crews, of which were 153 slaves.

Of these vessels, 32 were steamers, 24 schooners, 4 brig-schooners, and 5 brigantines.

There sailed 63 ships, having a tonnage of 27,464, and 1864 persons (crew), of whom 153 were slaves.

Of these vessels, 32 were steamers, 23 schooners, 3 brig-schooners, and 5 brigantines.

The coastwise navigation is strictly protected, no foreign ships being permitted to share it, and a tax of 15 per cent. *ad valorem* being exacted on the transfer of foreign-built ships to the national flag.

This feature of a protective system, now abandoned by the most enlightened nations, is maintained by Brazil at no small cost to consumers, the average freight from Maranhao to Parà—a voyage of 3 or 4 days—being only 25 per cent. less than that from Lisbon—a voyage of 30 days; and the average freight from Pernambuco, a voyage of 8 days, being greater than that from Great Britain.

Even with this exclusive privilege, such is the value of capital, and so high are rates of wages and sailing expenses, that the freighting business poorly remunerates shipowners.

An influential party in the Empire favours the measure of throwing open coastwise navigation to the flags of all nations, and public opinion is beginning to favour this policy.

Average freight from	Great Britain	.. ..	40*s.* to 50*s.* per ton
,,	Lisbon	.. ..	40*s.* ,,
,,	Pernambuco	.. ..	50*s.* to 60*s.* ,,
,,	Maranhao	.. ..	30*s.* to 35*s.* ,,

Lighthouse and Lights, Province of Gram Parà.—Salinas Channel.—There is placed on the point of Alalaia, in lat. 0° 34′ S, and long., east from the Island of Ferro, 32° 32′, a lenticular apparatus, or reflecting light of Tresure and Arajo,—a light at the height of 141 palmas (of 9 in.) above the medium level of the ocean. It is visible 17 miles.* It is varied, and presents the following phases:—

	″
A clear and equal light, lasting	70
An eclipse	16
An increasing light, very brilliant, and which goes on diminishing until it goes out	12
Another eclipse	22
Total	120

These phases are repeated in each period of 2′ or 120″.

It began to work on the 15th of February, 1852.

Harbour Dues.—Every merchant captain has to incur the following Government expenses before leaving the port of Parà:—

* Masters of vessels wishing to anchor can do so in 6 or 7 fathoms, the light bearing S.E. from the vessel. Vessels should be provided with good anchors and chains.

	Reis.
Translation of manifest	8 000
Bill of health	5 000
Clearing the vessel (about)	30 000
Hospital fees	14 860
President's passport	10 800
Stamping documents	4 000
Captain of Port's fees	6 400
Permission for taking in ballast (if required) ..	8 980
Pilotage* (coming in)	60 000
„ (going out)	80 000
Total	228 040

Steam Navigation.—The steam navigation of the River Amazon is performed by the Compania do Amazonas, a corporation inaugurated in 1852, under an annual subsidy from the Imperial Government of 720 contos of reis, equal, at the exchange of 30*d.*, to 90,000*l.*, and which commenced operations in January 1853.

The service is performed by 4 fine steamers, making half-monthly trips from this capital, and touching at several points on the river, to Tabatinga, on the frontier of Peru, a distance of 1,800 miles, which is accomplished, including stoppages, in 14 days. The steamers average 200 horse-power, and a speed of 16 miles. Their number will soon be increased by others now building.

Two steamers of a smaller capacity have for 8 months past, been run by the same Company to ports of this province, under an annual subsidy from the Provincial Legislature of 60,000,000 reis, or, at the exchange of 30*d.*, 7,500*l.* sterling.

The subjoined tabular statements of passengers and freight show the important and progressive effect which this agent has produced upon the commercial interests of the country.

PASSENGERS carried by Steamers navigating the Amazon from 1853 to 1862.

Years.	Passengers.	Amount of Passage Money. Milr.	Reis.
1853	691	21,350	639
1854	1,342	31,961	760
1855	3,811	56,659	563
1856	3,554	54,897	314
1857	4,235	67,426	317
1858	3,851	57,790	317
1859	4,163	57,411	257
1860	6,085	84,078	076
1861	5,474	76,208	318
1862	6,156	75,786	456
Total	39,362	583,570	017

* Pilotage has to be paid whether a ship takes a pilot or not.

VALUE of Merchandise carried by Steamers up the River, from 1853 to 1862.

Years.	Amount.	Of which to to Para.
	Milreis.	Milreis.
1853	60,800	300
1854	121,500	700
1855	603,000	17,000
1856	837,000	42,000
1857	935,000	50,000
1858	1,223,000	93,000
1859	1,519,000	179,000
1860	2,900,000	300,000
1861	2,722,000	285,000
1862	2,250,000	200,000
Total ..	13,171,300	1,167,000

VALUE of Merchandise brought by Steamers from various Up-river Ports from 1853 to 1862.

Years.	Amount.		Of which from Para.	
	Milr.	Reis.	Milr.	Reis.
1853	155,856	300	2,560	000
1854	527,354	700	149,814	000
1855	621,906	200	129,045	000
1856	1,186,800	400	361,676	000
1857	1,493,264	300	427,832	000
1858	1,362,609	880	269,862	000
1859	1,492,426	400	..	..
1860	2,158,705	900	245,124	900
1861	1,701,572	220	154,083	200
1862	1,762,511	900	..	..
Total ..	12,463,008	200	1,739,997	100

By the Provincial line was conveyed, from May 1862, when it began, to December of the same year, from this port, 30,000 milreis, and on return voyage, 93,295 milreis 800 reis.

Resumé.

	Milreis.	Reis.
Brought from various ports in the Company's steamers, from 1853 to 1862, merchandise to the value of	12,463,008	200
In the Provincial line in 8 months	93,295	800
	12,556,304	000
Carried to various ports in Company's steamers, from 1853 to 1862	13,171,300	000
In Provincial line in 8 months	30,000	000
Total	25,757,604	000

As far as can now be ascertained, the present year shows an increase of 50 per cent. over 1862.

For this ten years' service the Company has received, in freight and passage-money, besides its annual subsidy, as follows :—

Years.	Freight.		Passage Money.		Total.	
	Milr.	Reis.	Milr.	Reis.	Milr.	Reis.
1853	12,855	182	21,350	639	34,205	821
1854	26,994	342	31,961	760	58,956	102
1855	47,082	386	56,659	568	103,742	949
1856	62,483	273	54,897	314	117,380	587
1857	76,235	512	67,426	317	143,661	829
1858	98,330	351	57,790	317	156,120	668
1859	102,114	543	57,411	257	159,525	800
1860	201,186	400	84,078	076	285,264	476
1861	184,827	515	76,208	318	261,035	833
1862	177,527	554	75,786	456	253,314	010
Total ..	989,638	058	583,570	017	1,573,208	075

From the commercial movement awakened by this partial application of steam-power, we may judge what would be its development were foreign capital and competition admitted to the Amazon and its tributaries the Negro, Parûs, Madiera, and Tapusos, the first of which waters the distant territories of Venezuela and New Granada, and the second and third reach to Bolivia and Peru.

The tendency of public opinion indicates that this great measure will not long be deferred. We may hope that the time is at hand when a region, vast as Europe, and of extraordinary fertility, reticulated by rivers and natural canals, shall open its silent solitudes to the call of commerce, and yield its now profitless abundance to the nations of the earth.

POPULATION, Province of Para—Official.

Year.	Free.	Slaves.	Total.
1848	127,069	29,706	156,775
1849	102,069	24,075	126,142
1850	82,068	17,105	99,173
1854	167,909	30,847	198,756
1862	185,300	30,623	215,923

This Table is unreliable.

The general commerce of the province of Para, including the direct importations and exportations, and the coasting trade also, verified by the Custom-house, amounts to the sum of 9,888,733 milreis 212 reis for the financial year 1861 to 1862.

Compared with the result of the preceding year, which was 12,834,064 milreis 989 reis, shows a diminution or alteration of 2,945,341 milreis 777 reis, or 22·95 per cent., and, compared to the average of the preceding 5 years, amounting to 10,630,452 milreis 132 reis, there results a difference of 741,728 milreis 920 reis, or 6·97 per cent.

To this total movement of commerce in the referred-to financial year, belong to importation 4,761,407 milreis 905 reis, and to exportation 5,127,315 milreis 307 reis. Consequently showing, in favour of exportation, a balance of 365,907 milreis 402 reis.

The value of goods imported, amounting to 4,761,407 milreis 905 reis, was less than that of financial year 1860 to 1861 by 2,365,219 milreis 053 reis, or 33 per cent., and less than the average of the previous five years, which was 5,504,055 milreis 987 reis, by 742,648 milreis 082 reis, or 13·5 per cent.

The value of the products exported, amounting to 5,127,315 milreis 307 reis, compared to the previous year, which was 5,707,458 milreis

031 reis, was less by 580,142 milreis 724 reis, or 10 per cent., and, compared to the average amount of the five previous years, 5,126,396 milreis 145 reis, was greater by 919 milreis 162 reis, or 0·017 per cent.

An increase in importation has been very apparent from 1856 to 1861, as can be seen by the following Table :—

	Milreis.	Reis.
1855–56	2,912,364	182
1856–57	3,616,719	940
1857–58	3,688,600	876
1858–59	3,946,362	957
1859–60	4,709,895	560
1860–61	5,660,147	471
1861–62	4,761,407	905

The increase of importation which may be observed for the financial year 1860 to 1861, compared with the five previous years, was caused by the rising of exports in the year 1859 to 1860, which reached the large sum of 4,709,895 milreis 560 reis.

When the price of india-rubber went down in consequence of the United States revolution, this article was no longer sought for in the market, and commerce began to experience serious embarrasments, which finally caused the ruin of many houses; and, although the Pará market did not find itself in a disadvantageous position with regard to other countries, still the merchants were compelled to restrict their orders for foreign goods. To this cause have we to attribute the decrease of imports during the last financial year.

Imports.

CUSTOM-HOUSE Valuation from various Foreign Countries for the financial Year 1861 to 1862.

	Official Value.	
From Great Britain	1,745,742	513
Belgium	24,653	270
Hamburgh	61,441	253
Denmark	52,920	603
Austria	20,555	000
France	626,571	128
Spain	31,341	245
United States	502,182	376
Brazilian Ports	1,144,810	689
Portugal	551,189	828
Total	4,761,407	905

Exports.

CUSTOM-HOUSE Valuation of Exports for the financial Year 1861 to 1862.

	Official Value.	
	Milreis.	Reis.
To Great Britain	1,859,688	114
Hanseatic Towns	300	000
France	1,352,441	175
Portugal	628,044	745
United States	760,378	848
French Possessions in America ..	3,200	000
Spanish „ „ ..	84	000
Brazilian Ports (coastwise) ..	523,178	425
Total	5,127,315	307

OFFICIAL Return of principal Exports to various Countries, 1861 to 1862.

	Cotton.		Rice.		Cacao.		Brazil Nut.	
	Mil.	Reis.	Milr.	Reis.	Milr.	Reis.	Milr.	Reis.
To Great Britain ..	1,740	000	13	200	31,854	375	100,872	500
France	1,346	400	11	850	1,197,607	008	1,354	250
Portugal	12,426	225	14,662	130	33,761	700	53,687	575
United States ..	15,037	000	43,470	625	2,520	400	26,286	000

	Balsum Copaiba.		Sarsaparilla.		India-rubber.		Annatto.	
	Milr.	Reis.	Milr.	Reis.	Milr.	Reis.	Milr.	Reis.
To Great Britain ..	38,969	960	147	000	1,611,929	973	16,318	750
France	12,641	712	Nil		113,990	026	34	218
Portugal	7,018	500	35,175	249	153,830	166	6,341	625
United States ..	26,635	494	Nil		529,445	619	6,965	000

TABLE of Comparative Exports, Para.

COTTON.

Years.	Arrobas.	lbs.	Value.	
			Milr.	Reis.
1852 to 1853	3,933	14	18,979	187
1853 1854	3,875	10	19,379	999
1854 1855	2,598	30	11,929	518
1855 1856	2,014	4	10,065	495
1856 1857	3,074	23	18,740	089
1857 1858	2,056	4	13,764	167
1858 1859	1,906	12	13,832	375
1859 1860	1,764	21	15,466	194
1860 1861	2,143	27	14,622	375
1861 1862	2,801	7	23,649	925
Total ..	26,168	24	160,429	314

CACAO.

Years.	Arrobas.	lbs.	Value.	
			Milr.	Reis.
1852 to 1853	209,673	21	453,402	320
1853 1854	282,799	17	719,557	883
1854 1855	120,542	1	358,870	272
1855 1856	129,445	14	502,836	911
1856 1857	210,233	6	1,330,756	719
1857 1858	200,653	1	1,330,434	118
1858 1859	245,937	21	1,180,954	038
1859 1860	216,460	19	1,286,505	984
1860 1861	236,762	6	1,475,799	029
1861 1862	214,611	25	1,503,025	387
Total ..	2,094,119	3	10,142,143	737

INDIA-RUBBER.

Years.	Fine.				Ordinary.			
	Arrobas.	lbs.	Value.		Arrobas.	lbs.	Value.	
			Milr.	Reis.			Milr.	Reis.
1852 to 1853	107,392	14	949,977	151	51,606	24	480,796	187
1853 1854	99,145	14	2,557,404	220	58,862	6	1,019,831	189
1854 1855	116,783	14	1,991,802	091	61,027	19	722,179	399
1855 1856	112,009	28	1,994,275	522	28,742	29	267,164	675
1856 1857	79,968	17	1,317,479	867	11,702	16	77,972	037
1857 1858	87,223	13	1,092,254	721	19,381	2	132,035	290
1858 1859	93,296	31	1,647,427	030	23,056	24	233,494	258
1859 1860	130,618	24	2,848,603	454	39,903	28	553,726	799
1860 1861	127,467	5	2,369,159	719	36,768	14	494,786	857
1861 1862	106,046	29	1,853,787	774	47,739	24	551,688	786
Total ...	1,059,952	1	18,622,171	549	378,791	26	4,533,675	364

The labour of the country, derived chiefly from a half-civilised Indian population, being entirely unsystematised, ignorantly applied, and mostly employed upon spontaneous products, it would be vain to look to other than fiscal sources for information of its results. To the statement of exports we must therefore refer for our only reliable, though imperfect, data, as to the productive industry of the country.

The prospects thus offered are by no means encouraging. It will be seen, by an examination of my tabular statements, that, while the *value* of every article of export has materially enhanced, the *amount* produced in no instance shows an important increase during the past ten years, and, in many cases, shows an important diminution.

This appears with special prominence in the article of cotton, of which, in 1852, the amount exported was one-third greater than in 1862, the enormous prices which raised the value of the lesser export to a sum far exceeding that of any previous year, not having stimulated to any considerable increase the production of 1861–2.

The soil and climate of the province are said to be particularly favourable to the cultivation of this plant; the staple is long and the fibre good, and, being a perennial, it requires here less labour than in other producing countries. But the population is small, the native indolent, unacquisitive, and little disposed to steady labour, which, indeed, is not necessary to his support, nature offering spontaneously sufficient means of subsistence.

The crowded population and ungrateful soil are here wanting, which in other countries, making labour a necessity, are the parents of industrious habits; and this, with other circumstances hereinafter referred to, discourage the expectation of a speedy increase of this important staple, as of other articles which require systematic labour for their development.

India-rubber.—This article, which stands first in value on our export list, is the milky sap of an indigenous tree, found in great abundance on the banks of the Amazon and most of its explored tributaries. Previous to 1840 it was exported in but small quantities, and chiefly in the form of shoes. After that period, new applications of the article having been made in England and the United States, the export of shoes was soon discontinued, but shipments in bulk largely increased; which increase, with some alternations owing to circumstances affecting consuming markets, has since been progressive; yet a reference to my Table will show that in this, as in other products of the country, increase of amount is far from proportionate to enhancement of value.

This great appreciation of value, though it forms the principal present wealth of the province, is, in fact, acting most injuriously upon its real prosperity. Stimulated to spasmodic exertion by profits which equal in a day the wages of a month given to ordinary work, the half-civilised

labouring population of the province, neglecting the culture of the soil and those industrial pursuits by which they might be permanently benefitted, flock to the marshy districts in which the rubber tree is found. There, passing many months of the year, with slight shelter and slighter clothing, with no sanitary regulations, and no precautions against the malaria which pervades the banks of the Amazon and its tributaries—ravaged by intermittent fevers, and spending in nightly orgies the money so recklessly acquired, their numbers are fearfully diminished, and the population demoralised, with no benefit to themselves and no permanent advantage to the State, which is poorly compensated by a heavy export tax for the sacrifice of its prospective prosperity.

A comparison of various branches of production as existing now, with their condition at the time this article took its great development, will show how injuriously it has affected the culture of coffee, cotton, rice, and sugar, and how detrimental this rich but misused gift of nature has been to the people and to the State.

As the rubber-tree is found principally on the public domain, upon which the right to labour, without restriction or system, is free to all, it is not likely that these evil influences will speedily be diminished. The tree is but little injured by the extraction of the sap. It is found in abundance on the islands at the mouth of the Amazon, and on the banks of that river and its affluents in this province,—the Xingu, Tapasoz, Amasoz, Gary, and Tocantius. Beyond the limits of this province, higher up the river, even to the borders of Peru, as new tributaries are explored, a more abundant growth is found, and there seems no immediate limit to the preparation of the india-rubber, except the scarcity of hands for its collection, and the unhealthiness of the districts in which it is procured.

Cacao stands next on our list of exports, and here again is seen a vast disproportion between the increase of amount, which has been small during the last ten years, and the increase of value, which is nearly 300 per cent., in 1862, over the export of 1853.

The cacao-tree, though in some places carelessly cultivated, is, for the most part, spontaneous. It produces its fruit in three years after planting, and, with moderate care, will continue to give two yearly crops for 50 and 60 years.

It is unnecessary to refer particularly to less important articles. From the statements already given, and the test of export, it may be inferred, in spite of official statements to the contrary, which are evidently unreliable, and based on no regular census, that there has been but little increase in the population of the province for some years past, and that the production has nearly reached its maximum, or will have but a very moderate yearly increase, unless Government, recognising the principle that "the end of society is not freedom from restraint, but public prosperity," shall intervene to protect its subjects from the fatal effects of their own recklessness, and systematize the labour on the public domain now free to all.

The resource of foreign immigration, protected by Government, has been unsuccessfully tried; and the only means now open to obtain for the province a speedy accession of labour-power would seem to be the extension of civilisation to the Indian tribes along the rivers which flow into the Amazon from the interior.

This will be, no doubt, facilitated by the spread of steam communication from the lines which now regularly traverse the main river from this city to Tabatinga, on the frontier of Peru, a distance of 1,800 miles, and may be hastened by the opening of the river-navigation to flags of all nations,—a measure which has the support of a strong party in the Empire, and will probably not be much longer deferred.

Parà, August 25th 1863.

CHILE.

TALCAHUANO.

Report by Mr. Vice-Consul Cunningham on the Commerce of Talcahuano for the Year 1863.

During the early part of the year the commerce was very languid on account of the general scarcity of money and want of commercial confidence, resulting from the extensive bankruptcies of 1861–2, and little, if any, improvement has taken place towards the latter part. On account of the scarcity of money, landed property has been sold extensively for less than one-third of the sum it would have produced eight years ago.

Wheat.—A large quantity yet unsold remains in store in the port of Tomé, and the new crop being now harvested, promises to be very abundant. The stock of 1863 must be presently disposed of, or it will spoil in this province during the wet months of the coming winter; and, unless there be a demand from abroad, the price of wheat will, in a few months, become very much lower than it has been at any time since 1850.

Coal-mines.—The mining of coal has been carried on with great success at the ports of Lota and Coronel; and several plans are at present under discussion for the establishment of furnaces to smelt copper at Coronel.

The copper-smelting establishment at Lota promises to be a complete success. There are erected now twelve furnaces, which can produce daily more than 100 quintals of copper of excellent quality in bars ready for export; and the only fuel used for smelting is the slack coal, estimated at the value of 1½ dollar or 6*s.* per ton. The whole of the coal-mines at Lota, and also the smelting works, are the property of a Chilian, Don Luis Cousino. The coal-mines are directed by British subjects, miners from Newcastle, who raise the coal by contract.

Copper-mines.—In the cordillera of San Carlos, to the north of Chillan, three copper-mines have been opened this year by a British subject. The quality of the metal is excellent, being what is termed purple copper; but the works have not yet got sufficiently advanced to manifest whether the supply will be abundant or otherwise. The veins on the surface are wide, and give every reasonable indication of becoming valuable mines.

Railways.—A railway from this port to Chillan, a distance of 108 miles, running south-east by Conception, and afterwards on the north side of the river Bio-Bio until the junction of the river Laja, and then north to Chillan, has been surveyed by British engineers, and found to be of an easy grade, the greatest height above the sea level being only 252 feet in the whole distance, and that height approached very gradually. As the engineers have not yet completed their plans and calculations, the estimated cost is not yet known, but it will not likely exceed 4,000,000 dollars, on account of the great natural facilities of the projected line, and the cheapness of labour and timber in the province. It is known that there is now in Chile an agent of Messrs. Brassey and Co., of London, who proposes to build the road, and supply funds to do so, upon a guarantee of the Government of Chile of 6 per cent. interest on the cost, the capital to be repaid in the term of forty years. In the whole of the south, the anxiety for the establishment of the road is extreme; and, as the terms proposed to be offered appear to be very favourable to Chile, it is probable that the road will be built.

The Indians of Arauco remain perfectly quiet, and are becoming gradually reconciled, or tacitly submit to the occupation of the new line of frontier by the Chilian Government. Were the Government to act with resolution and judgment, it might occupy the whole of the Araucanian territory at once, and without opposition on the part of the Indians, who are now convinced of their inability to contend against people with fire-arms and with superior numbers, as in the whole of the territory of Arauco the Indians could not raise 10,000 fighting men.

Talcahuano, January 28, 1864.

COMORO ISLANDS.

Report by Mr. Consul Sunley upon the Trade of the Comoro Islands for the Year 1863.

Her Majesty's ships have been almost the only customers for the cattle and vegetables of the natives this year—only six merchant vessels having called at Johanna, viz.: 3 American whale ships, 1 English, and 1 Danish vessel with stores for the use of the royal navy, and 1 French ship in ballast.

300 tons of sugar were exported.

The imports at Johanna and the other islands, from Zanzibar, are smaller than usual, which is probably owing to the scarcity of American unbleached cottons at Zanzibar.

The crop of sugar at Mayotte is about 1,600 tons.

Johanna, January 1, 1864.

DENMARK.

ST. THOMAS.

Report of Mr. Consul Lamb on the Trade of St. Thomas for the Year 1863.

Shipping and Navigation.—During the year 1863 the amount of British tonnage which has arrived at this port from all quarters, consisting of 32 steam ships, 104 ships and barques, 164 brigs, 235 schooners, and 216 sloops, amounted to 95,819 tons, an excess of 13,278 tons over the year 1862, in which amount are not included Her Majesty's ships of war, steam ships carrying mails, and a considerable amount of small craft engaged in traffic with the neighbouring islands, which arrive and leave very frequently. The increase on British tonnage here in 1862 and 1863 arises from many American vessels having since the commencement of civil war in that country obtained British registers, to save them from molestation by Confederate cruizers, and from the establishment in this year of a semi-monthly line of steam ships from Liverpool to the West Indies, Spanish Main, and Pacific, for which this is the first port of call. This trade, which was begun by two independent lines, has now merged by amalgamation into the West India and Pacific Steam Company, with a large capital, and views of greatly extended routes. There are no changes affecting British trade since last Report, except that ships' registers, which previously had been deposited with Custom-house authorities, now, in conformity with an arrangement of the Government here, remain in the hands of the Consul, who is responsible for retention of same until due clearance of the ship at the Custom-house; a receipt is given for the deposit of the register, for which a charge of five shillings is made.

Trade and Commerce.—The general trade of the place during the past year has been considerably paralysed by the continuance of civil war in America, and the unsettled state of the island of St. Domingo, with which place a large business was carried on, and it is supposed that the losses which will fall upon the commerce of this place, by late events there, will amount in the end to about $800,000, or 160,000*l.* During 1863 the value of manufactured and other goods imported from Great Britain amounted to 841,200*l.*, or $4,206,000, of which 444,800*l.*, or $2,244,000, in British vessels, and in foreign 392,400*l.*, or $1,962,000, in which is not included $118,843, or 23,768*l.* value of 58,172 tons coals, 587 tons in excess of 1862, imported during 1863, of which 26,808 in British, and 313,634 in foreign bottoms.

Agriculture.—There is nothing to report in this department; the limited industry of the rural population being confined to the cultivation of vegetables and grass, and latterly to planting of cotton, which, however, does not progress, the value of labour in the town drawing away the working hands from the country.

Population and Industry.—There is no variation of any consequence in the population of this island, the number of inhabitants in town and country ranging about 13,000.

Public Works.—I am informed that a vessel is on the way from

Copenhagen to this port with dredging machine and other necessaries for the effectual cleaning and deepening the harbour, and for opening up a passage to the West, to allow of a free current of clear water, by which its impurities are expected to be removed. There is also a proposition for the establishment of gas works, and it is hoped, in time, for a supply of water being brought into the town, which at present is dependent upon tanks of collected rain water.

St. Thomas, February 25, 1864.

ECUADOR.

GUAYAQUIL.

Report by Mr. Vice-Consul Mocatta on the Trade of Ecuador through the Port of Guayaquil during the Year 1862.

Owing still to the Peruvian blockade, which ruined industry and decreased labour, the commerce of the Ecuador during the year 1862 continued as dull as in 1861. This country was in a flourishing condition in 1858. The blockade paralyzed industrial enterprise; artizans summoned to the barracks lost their accustomed habits, and cultivators fled to the mountains, agricultural produce was diminished, and consumption therefore greatly reduced. Commerce met with serious losses, and attempted to recover itself by heavy importations in 1860, which the market, already in a ruined state, was unable to consume. The paralysis presented itself more clearly than ever, payments were not made at maturity, and failures followed. With the experience of the past, the number of merchants, now reduced, suspended their importations; but it is to be hoped that this will have a salutary effect during the present year.

The following is a comparative Statement of the Value of the Merchandise imported in each of the last five years:—

1858	£506,456
1859	286,918
1860	428,877
1861	..
1862	361,791

The value of the produce exported during the same period has been:—

1858	474,524
1859	462,403
1860	913,428
1861	552,203
1862	458,332

The merchandise imported during the last year consists of the following articles:—

Cotton Manufactures	£161,791
Linen ditto	6,978
Woollen ditto	15,675
Silk ditto and Raw	13,846
Haberdashery and Hosiery	6,445
Thread and Tape	1,000
Wearing Apparel	4,000
Hardware	16,625
Metals: Iron, Copper, Lead, &c.	6,740
Earthenware, Porcelain..	10,023
Naval Stores	28,000
Oil, Paint, &c.	2,448
Soap, Candles, Wax	2,364
Grocery	16,400
Flour	21,246
Wine	9,045
Spirits	6,775
Ale	1,000
Drugs, Spices, &c.	22,000
Dye Stuffs	890
Stationery and Books	538
Furniture	6,000
Arms and Ammunition for private use ..	1,000
Miscellaneous articles	962
Total	£361,791

STATEMENT of the Quantities and Value of the various Articles the produce of the Ecuador during the Year 1862.

Nature of Produce.	Quantities.	Price.	Value.
		cts.	£
Cocoa .. .. quintals	156,761	10 4	329,198
Straw Hats .. .. doz.	10,890	20 00	43,560
Timber .. .. .. logs	3,639	5 00	3,639
Mangrove .. .. poles	2,409	rs. 6	361
Tanned Hides .. .. halves	22,672	3 00	13,603
Tobacco .. .. quintals	2,141	38 00	16,271
Bark .. .. „	6,270	20 00	25,080
Canes .. .. .. mil.	24,972	20	999
Coffee .. .. quintals	564	20 00	2,256
Tamarinds .. „	230	10 00	460
Sarsaparilla .. „	242	16 00	774
Orchilla .. .. „	17,089	5 50	18,798
Firewood .. .. tons	127	2 50	68
Caoutchouc .. quintals	300	20 00	1,200
Twine .. .. .. lbs.	3,920	50	392
Hammocks .. .. each	..	..	..
Vanilla .. .. .. lbs.	..	..	..
Gold and Silver Coin .. dols.	..	..	..
Rice .. .. quintals	1,483	8 00	2,373
Straw for Hats .. „	140	10 00	280
Cotton .. .. „	136	25 00	680
Total	..	..	£ 458,332

The articles specified in the preceding statement have been exported in the following manner, viz.:

Nationality of Vessels.	No. of Vessels.	Tonnage.	Value of Cargoes.
			£
British..	59	47,612	187,809
Equatorian	51	1,349	17,211
Peruvian	101	3,659	14,000
Chilian	9	1,257	5,400
Spanish	12	4,600	192,000
French	4	1,035	6,480
United States	4	700	1,632
Sardinian	2	313	13,800
Granadian	..	..	..
Hamburgh	3	719	20,000
Danish	..	..	..
Prussian	..	..	..
Dutch	..	..	..
Total	..	..	£458,332

OBSERVATIONS ON THE DIFFERENT PRODUCTIONS OF THE ECUADOR.

Cocoa.—The crop has produced 160,000 quintals, which is small compared with those of former years, but the scarcity cannot be attributed so much to natural causes as to the state of the country, already mentioned. 20,471 quintals were exported to England round Cape Horn, and from 10,000 to 15,000 quintals *viâ* Panama; that is, more or less the same quantity as in the year 1861. Nothing can be said regarding the extent of the new crop.

Tobacco.—The production has been 2,140 quintals, nearly the half of

the preceding year; this decrease is attributable not only to natural causes, but also to the state of the country, the effects of which have been generally felt.

Bark.—Nothing particular can be added to the observations of the last review.

Orchilla.—The exportation has been more or less the same as that of the previous year; but it is visibly clear that the consumption of this article in France and Germany, is greatly on the increase.

Coffee.—The crop has been much smaller than the last, from the same causes which have affected other products.

India-rubber.—The exportation will be much larger this year.

Cotton.—Several plantations have been commenced, and this year this article, which is grown here of very good quality, with much ease, in abundance, and in all parts of the country, will be more largely exported. Unfortunately the production is never likely to be very considerable, owing to the scarcity of labourers.

Guayaquil, July 18, 1863.

GUAYAQUIL.

Report by Mr. Vice-Consul Mocatta on the Trade of Ecuador, through the Port of Guayaquil, for the Year 1863.

The year 1862 expired leaving the commerce of this market still prostrated, in consequence of the shocks it received since the year 1859. The new year should have undoubtedly opened more favourably, but as the rainy season sets in during the first few months, paralysing everything, hopes were entertained for the second half-year, but these unfortunately disappeared when war broke out with the neighbouring republic of New Granada, inasmuch as the military preparations caused a total paralysis of industry and agriculture, placing the country again in a state of complete prostration from which it will gradually recover if peace continues. The products of this country have attained so high a value in all foreign markets, and the increase of agriculture is so great that its prosperity will favourably affect commerce even sooner than it is generally expected.

The following is a comparative statement of the value of the merchandise imported in each of the last five years, viz.:—

	£
1859	286,918
1860	428,877
1861	1,003,123
1862	361,791
1863	328,016

The value of the produce exported during the same period has been—

	£
1859	462,403
1860	913,428
1861	552,203
1862	458,332
1863	630,151

The total absence of Custom-house statistics renders it impossible to specify accurately the description of merchandise during the last year, which, according to an approximate calculation, amounted to 328,016*l*., and was imported in the following vessels, viz.:—

Nationality.	Number.	Tonnage.	Value of Cargoes.
			£
British	61	45,500	140,451
Equatorian	36	730	1,740
Peruvian	70	2,550	105,907
Chilian	4	633	20,803
Spanish	11	3,731	28,934
French	4	2,010	14,847
Hamburgh	3	708	13,444
Granadian	2	106	1,890
Total	..	..	£328,016

The following is a statement of the quantities and value of the various articles, the produce of the Ecuador during the year 1863 :—

Nature of Produce.	Quantities.	Price.	Value.
		$ cts.	£
Cocoa .. .. .. quintals	154,511	14 50	448,082
Straw Hats .. .. dozen	9,141	20 0	36,564
Timber .. .. logs	2,036	5 0	2,036
Mangroves .. .. poles	1,840	0 50	184
Tanned Hides.. .. halves	22,704	3 0	13,622
Tobacco .. .. quintals	2,843	33 0	18,764
Bark .. .. .. „	6,197	20 0	24,788
Canes .. .. .. mil.	31,385	0 30	1,883
Coffee .. .. .. quintals	1,953	17 0	6,640
Tamarinds .. .. „	157	5 0	157
Sarsaparilla .. .. „	271	18 0	976
Orchilla .. .. „	16,468	5 0	16,468
Twine .. .. .. lbs.	9,090	0 50	909
India Rubber .. .. quintals	2,227	22 0	9,799
Rice .. .. .. „	634	8 0	1,014
Cotton .. .. .. „	1,523	30 0	9,138
Gold and Silver Coins	..	..	39,127
Total	..	..	£630,151

The articles specified in the preceding statement have been exported in the following manner, viz. :—

Nationality.	Number.	Tonnage.	Value of Cargoes.
			£
British	61	45,531	343,044
Equatorian	52	1,028	3,561
Peruvian	73	2,307	4,633
Chilian	6	873	3,878
Spanish	72	4,299	213,931
French	3	1,566	39,698
Hamburgh	3	708	21,049
Granadian	1	53	307
Total	..	..	£630,151

Observations on the different productions of the Ecuador.

Cocoa.—The crop has yielded 164,000 quintals, and although it cannot be considered as the best, it has exceeded that of last year by 4,000 quintals. As yet no conception can be formed of the next crop, but if it is not destroyed by natural causes it is likely to be better than the last, inasmuch as the plantations increase daily.

Tobacco.—The crop has been abundant, but a part of it was lost owing to the war; nevertheless, the exportation has been much more considerable than that of last year.

Bark.—All which appears in the preceding statement is not Equatorian bark; the greater part is from New Granada, exported through Guayaquil owing to the difficulties which presented themselves at the port of Buenaventura on account of political affairs. Nothing of any consequence can be added to the observations of the last review with reference to Equatorian bark.

Coffee.—The production is clearly on the increase, and new plantations are made daily; consequently, this articles which formerly was

sufficient only for home consumption now forms a branch of exportation which will be important in the course of a few years.

India-rubber is found in great abundance in the forests along the whole of the sea-coast of Ecuador, and there is much enthusiasm for the extraction of this gum, which is already an important article of exportation.

Cotton.—The circumstances which have affected this article have produced in Ecuador the same enthusiasm which prevails everywhere for its cultivation. Plantations are being made throughout the country, but not to the extent that might be wished for, as the war took away all the labourers, destroyed some of the plantations, and there have been no means of preparing the soil. No opinion can be formed as to the quantity likely to be produced and exported during the present year, but no doubt it will be considerable.

Guayaquil, February 29, 1864.

FIJI ISLANDS.

Report by Acting Consul Owen on the Productions and Commerce of the Fiji Islands, for the Half-Year ending June 30, 1863.

Although the archives of this Consulate do not afford me any statistical information as regards the commercial progress of these islands during past years, yet, from my personal observation, I am enabled to state that the amount of exports has gone on steadily increasing, more particularly in the leading product of the group, namely, cocoa-nut oil.

Other and newer resources of the country, such as cotton and coffee, have also worked into encouraging existence.

Two Australian Companies, composed of merchants of wealth and position, have invested capital largely, and have founded extensive and important establishments in these islands, one Company alone having erected machinery for making oil from the nut at an expense of over 7,000*l.* In these works the nut is ground, sweated, pressed, and caked by steam machinery of the most improved description.

The other Company has it also (I believe) in contemplation to erect steam works for the same purpose.

Cocoa Nut Oil.—The quantity exported for the six months ending 30th June is, as near as I can ascertain, 450 tons. The price here, delivered at the water's edge, stood pretty steadily at 22*l.* per ton; there is no reason to anticipate any material advance or decline from this figure.

Owing to a feeling of insecurity which has pervaded the Fijian native population, with regard to a threatened invasion by the Tongese, the healthful progress of this branch of industry has been somewhat checked of late, and until a definite understanding is come to between the chiefs of this country and King George of Tonga that feeling of insecurity will not abate. Notwithstanding this drawback, however, as I have previously stated, the oil trade continues to reply to the increasing demand.

Béche de Mer.—The quantity exported this year may be estimated at 320 picul. The average price is 48*s* per picul of 140 lbs.; this article shows a decline as regards quantity, caused in the first instance by the natives being in too much fear of the Tongese to venture where the fish can be gathered; and, secondly, from a cessation of the trade, owing to the recent disturbances in China.

Tortoise-shell.—1,700 lbs. will cover all that has left these islands this year; the price has ranged from 10*s.* to 12*s.* per lb., and has 10*s.* has been and is the highest obtainable price in Sydney (the principal trading port with this group) operations in the article have been considerably checked.

Pearl Shell.—1,250 lbs. has been exported this year; the price here may be given as 4*d.* per pound.

Cotton.—7½ tons have left this group since January, viz., 2 tons cleared, and 5½ tons in the seed, the former realised in Sydney 1*s.* 6*d.* per lb., and the latter 7*d.*

Experience has shown that the climate and soil are admirably adapted for the successful production of this article, and a considerable number in proportion to the white population have got little plantations. The native chiefs are also taking an interest in the growth of cotton, and I do not doubt would feel grateful for any encouragement that the Manchester

Cotton Association might kindly extend to them. In Fiji, at present, there are about 100 acres planted with this staple, the principal difficulty is in getting the native population to gather it in, but the interest has taken root in the country.

Coffee.—A few enterprising men have devoted their attention to the growth of this article. 12,000 trees are under cultivation, half of which are expected to bear next year.

Tobacco.—Half a ton has been exported to Sydney, return not yet known; the plant grows luxuriantly here.

Sugar.—The natives grow their cane for their own consumption, but there is one regular plantation; the quality is good.

Arrowroot, Tapioca, &c.—A little island trade is done in these articles, but they are not cultivated to any extent.

Stock.

Sheep.—Upwards of 1,000 sheep have been safely landed from Australia this year, making in all 3,000 now in Fiji; their importation has been a decided success, and, generally, they are doing well. As the sheep are being introduced by men of capital, it is not improbable this interest will largely increase in a few years.

Swine.—About 5,000.

Cattle.—70 head.

Horses.—13.

Shipping.—Since the 24th January (the date of my arrival here) 14 vessels have entered the Port of Levuka. The aggregate tonnage of which amounts to 2,554 tons, these vessels are, with only two exceptions, regular traders from the Port of Sydney.

Freights.—The rate of freight keeps steady at 80*s.* per ton from and 70*s.* per ton to Sydney.

Inter-Island Traffic.—The number of small craft plying amongst the group may be estimated at 15, having an average tonnage of 12 tons.

Weights and Measures.—English.

Exports.

	£	s.	d.
Cocoa-nut Oil, 450 tons at 22*l.*	9,900	0	0
Bêche de Mer, 320 picul (140lbs.), at 48*s.*	768	0	0
Tortoise-shell, 1,700lbs. at 10*s.*	850	0	0
Pearl shell, 1,250lbs., at 4*d.*	20	16	8
Cotton, clean, 4,480lbs., at 1*s.* 6*d.* ..	336	0	0
Cotton in seed, 12,320lbs., at 7*d.* ..	65	6	8
Tobacco, 1,100lbs., at 6*d.*...	27	10	0
Total	£11,967	13	4

Imports.

Wearing Apparel and Soft Goods ..	4,825	0	0
Groceries	2,000	0	0
Hardware	950	0	0
Spirits	1,500	0	0
Total	£9,275	0	0

Levuka, Fiji, July 10, 1863.

FRANCE.

BORDEAUX.

Report by Mr. Consul Scott on the Trade of Bordeaux for the Year 1863.

Shipping and Navigation.

As compared with the preceding year, shipping and navigation at this port in 1863, offer a notable decrease, as shown by the following statement:—

	Years.	Arrivals.		Departures.	
		Vessels.	Tons.	Vessels.	Tons.
	1862	3,660	554,019	3,699	560,448
	1863	3,381	508,544	3,374	521,725
Decrease in 1863....		279	45,475	325	38,723

This difference bore more particularly on British, French and American shipping.

The number of British ships entering the port of Bordeaux in 1863, was—

	518	measuring	147,600 tons.
In 1863, it amounted only to..	411	„	120,975 „
Decrease in the latter year....	107	„	26,625 „

In 1862, the number of departures was—

	515	measuring	146,996 tons.
And in 1863 it was only	393	„	116,204 „
Decrease last year	122	„	30,792 „

Mention will be made hereafter of the causes to which these differences can be attributed.

In order to give a more complete view of the British trade at the port of Bordeaux, I herewith subjoin a Table of the arrivals and departures of British vessels in 1863, distinguishing those that have arrived and departed laden, from those that came and sailed in ballast.

Arrivals.

Laden.		In Ballast.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
403	119,026	8	1,949	411	120,975

Of the above 411 vessels, 384, measuring 109,841 tons, laden with cargoes, were employed in the direct trade, and the remaining 27, measuring 11,134 tons, were employed in the indirect trade as follow:—

From the United States....	laden	7	..	measuring	5,753 tons.
„ Spain	„	3	..	„	472 „
„ „	in ballast	6	..	„	1,601 „
„ Austria	laden	8	..	„	2,531 „
„ French Ports	„	1	..	„	429 „
„ „	„	2	..	„	348 „
		27		„	11,134 „

DEPARTURES.

Laden.		In Ballast.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
213	55,940	180	60,264	393	116,204

These 393 vessels were employed as follow :—

In the direct trade, viz. :

188 laden	measuring	49,842 tons.
177 in ballast	„	59,794 „
365	„	109,636 „

The remaining 28 were employed in the indirect trade, viz. :

To Buenos Ayres.....	laden	1	measuring	212	tons.
„ the United States....	„	7	„	2,442	„
„ Guatemala.....	„	1	„	245	„
„ Guayaquil	„	1	„	229	„
„ Honolulu	„	1	„	335	„
„ Spain.....	„	11	„	1,491	„
„ „	in ballast	1	„	239	„
„ Austria	laden	1	„	220	„
„ Hamburg	„	2	„	924	„
„ French Ports.....	in ballast	2	„	231	„
		28	„	6,568	„

During the past year, ship-building was on the increase, as shown by the following statement :—

Of 800 tons and above.....	2	measuring	2,154	tons.
From 600 to 700 tons	3	„	1,939	„
„ 500 to 600 „	2	„	1,137	„
„ 400 to 500 „	11	„	5,000	„
„ 300 to 400 „	8	„	2,738	„
„ 200 to 300 „	9	„	2,299	„
„ 100 to 200 „	2	„	339	„
„ 60 to 100 „	3	„	230	„
„ 30 to 60 „	5	„	189	„
Sailing vessels....	45	„	16,025	„

STEAMERS.

1	280 horse-power.
1	220 „
2	500 „

On the 31st of December, 1863, the number and tonnage of vessels belonging to the port of Bordeaux, were as follow :—

SAILING VESSELS.

8	of 800 tons and above,	measuring			10,495 tons.
5	from 700 to 800	„	„	„	3,605 „
11	„ 600 to 700	„	„	„	7,125 „
28	„ 500 to 600	„	„	„	15,019 „
68	„ 400 to 500	„	„	„	30,216 „
73	„ 300 to 400	„	„	„	25,671 „
102	„ 200 to 300	„	„	„	25,728 „
61	„ 100 to 200	„	„	„	9,125 „
44	„ 60 to 100	„	„	„	3,470 „
37	„ 30 to 60	„	„	„	1,576 „
6	„ 20 to 30	„	„	„	163 „
443	vessels, measuring				132,193 „

STEAMERS.

1	280	horse-power.	
1	220	„	
11	850	„	tugs and river passengers' boats.
Vessels.. 13	1,350	„	

Although maritime operations at this port continue upon a too limited scale, the scarcity of French ships frequently obliges merchants to take up foreign vessels, especially for the United States, insurers refusing to cover risks in other than neutral bottoms.

Trade and Commerce.

With but few exceptions the general commerce of Bordeaux, in 1863, presents little difference as compared with that of preceding years. This stagnation is attributable to the same causes that have so long arrested the progress of trade. These are chiefly the continuation of the American war, the still unsettled state of Mexico, and, above all, the general feeling of uncertainty and insecurity which prevails in the country, and the apprehension incident on the many vital questions still pending.

In Bordeaux, the Treaties of Commerce with England and Belgium do not appear to have produced any appreciable improvement in the state of affairs. As regards Great Britain, especially, commercial operations have little varied, with the exception, however, of the importation of coal, which has suffered a considerable decrease. For

in 1862 the imports of this article amounted to	..	241,321 tons
Whereas in 1863, they only amounted to	..	150,331 „
Making a difference of ..	..	90,990 „

Various causes have concurred to produce this heavy diminution, which accounts for the decreased number of British vessels ordinarily employed in the carriage of this article. These causes are—the decreased consumption in various establishments in and about Bordeaux chiefly in the sugar refineries. The increasing demand for French coal, both in this and in the neighbouring department, which hitherto have been supplied from the English market. To these two causes may be added this other, that the shipments made on account of the French Government for its colonies, consist now exclusively of French coal.

With the great improvement not only in the quality of much of the French coal, but in the system of extraction, and the facilities of

transport, it is not unnatural to suppose, that ere long it will supersede to a very great extent, the use of its English rival, and this supposition is borne out by the fact that already the railroads employ it in considerable quantities: as for example, the Southern Railroad, which formerly used exclusively British coal, in 1863, consumed one-third of French coal, this growing preference for French coal, in spite of its inferiority in quality to the English, is to be attributed to its cost, which is inferior to the other, the freights of which attained in 1863 the high rate of £15 to £16 per keel, thereby greatly increasing its value.

The total amount of the importations of this article from all quarters in 1863, was 150,892 tons, viz.:—

From England	150,331	tons.
„ Holland	484	„
„ Belgium	77	„
	150,892	„

The transport of English coal was effected as follows, viz.:—

By English vessels	107,470	tons.
„ French vessels	40,548	„
„ other foreign vessels	2,313	„
	150,331	„

Among the exports to Great Britain and British colonies in 1863, a few articles have increased, principally wine, resin, and spirits of turpentine.

Wine.

Quantity exported in 1862....	2,571,903	gallons.
„ „ 1863....	3,053,112	„
Increase in 1863	481,209	„

Resin.

Quantity exported in 1862	13,277	tons.
„ „ 1863	17,320	„
Increase in 1863	4,043	„

Spirits of Turpentine.

Exported in 1862	2,780	tons.
„ 1863	4,571	„
Increase in 1863	1,791	„

The colonial commerce has been almost stationary. On imports, however, some articles have progressed, among these, coffee, guano, molasses, pepper, rum, and tobacco. There has been a reduction in staves and sugar. This last article has been drawn to the port of Nantes more particularly, where an important establishment for refining sugar exists, which possesses several vessels of its own, and with which the small refineries of Bordeaux cannot compete.

In exports, the difference is unimportant. The following Table shows the fluctuations of exchange between Bordeaux and London during 1863.

Months.	At Sight.				At 30 Days.				At 90 Days.			
	Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.	
	f.	c.	f.	c.	f.	c.	f.	c.	f.	c.	f.	c.
January	25	12	25	25	24	99	25	05	24	92	24	95
February	25	15	25	25	24	98	25	01	24	90	24	92
March	25	15	25	20	24	98	24	98	24	90	24	95
April	25	17	25	20	25	02	25	05	24	95	24	98
May	25	17	25	22	25	02	25	06	24	95	24	98
June	25	20	25	22	25	03	25	04	24	95	24	95
July	25	20	25	25	25	03	25	08	24	95	25	
August	25	25	25	27	25	08	25	10	25		25	02
September	25	30	25	32	25	13	25	15	25	05	25	07
October	25	22	25	30	25	08	25	14	25	02	25	07
November	25	22	25	32	24	99	25	12	24	88	25	2
December	25	26	25	32	25		25	04	24	87	24	90

Agriculture.

Corn and Grain.—The cereal harvest of 1863 was a good average one, and as it was generally the same in all producing countries: the commerce in grain here has not given rise to any important operations, and has been limited to local and neighbouring consumption.

The forage harvest was also very satisfactory.

The following Table gives the mean prices of the various kinds of corn and grain in the Bordeaux market during 1863, calculated at the average exchange of the year, 25f. 15c. per £ sterling.

Names of Articles.	Prices.								
	In French Money, and per French Measures or Weights.				In English Money and per English Measures or Weights.				
	Measures or Weights.	Lowest.		Highest.		Measures or Weights.	Lowest.		Highest.	
	Hectolitre.	fr.	c.	fr.	c.	Per Imperial Quarter.	s.	d.	s.	d.
Wheat—best	,,	20	62	21	19	,,	47	7	48	10
do. ordinary..	,,	19	25	19	87	,,	44	5	45	10
Rye—best.....	,,	12	87	13	05	,,	29	8	30	1
do. ordinary..	,,	12	,,	12	66	,,	27	8	29	2
Beans—best.....	,,	12	62	13	22	,,	29	1	30	6
do. ordinary..	,,	11	66	11	91	,,	26	11	27	5
Maize—best.....	,,	11	81	12	31	,,	27	3	28	5
do. ordinary..	,,	11	,,	11	81	,,	25	4	27	3
Barley—best.....	,,	11	25	11	75	,,	25	11	27	1
do. ordinary..	,,	10	75	11	12	,,	24	9	25	8
Oats—best	,,	7	87	8	05	,,	18	2	18	7
do. ordinary..	,,	7	05	7	87	,,	16	3	18	2
Peas—best	,,	24	66	27	33	,,	56	10	63	1
do. ordinary..	,,	21	66	24	33	,,	49	11	56	1
French beans—best	,,	21	,,	23	05	,,	48	5	53	2
do. ordinary..	,,	20	66	22	66	,,	47	8	52	3
Lentils—best	,,	26	66	33	33	,,	61	6	76	10
do. ordinary..	,,	24	,,	27	,,	,,	55	4	62	3
Flour—best	kilog. 40	19	,,	19	33	110½ lbs.	15	1	15	4
do. ordinary..	,,	18	,,	18	33	,,	14	1	14	7
Potatoes	hecto.	4	62	5	33	9 bushels.	3	8	4	3

Wine.—The vintage of 1863 was of an ordinary average quality, and hitherto but a small portion of the lowest wine has found purchasers, with the exception of the Laffitte, which was bought on account of English capital.

The following statement shows the quantity made in each district:—

Classed Red Wines of Medoc.

1st growth about	200 tuns.
2nd ,, ,, ...	670 ,,
3rd ,, ,, ...	650 ,,
4th ,, ,, ...	460 ,,
5th ,, ,, ...	690 ,,
Unclassed red wines of Medoc, about	30,000 ,,
Districts of Blaye and Bourg, about	12,000 ,,
District of Libourne, ,, ...	25,000 ,,

Other Districts.

Ordinary red and white wines, about	130,000 tuns.
Superior white wines, ,, ...	500 ,,
Total	200,170 ,,

Tobacco.—In 1863, 621 hectares (1,534 acres) were planted with tobacco, being about 50 hectares (123 acres) less than in 1862.

The quantity sold to the Government was 835,559 kilogrammes (1,842,091 lbs.), for the sum of 622,777 francs 40 c. (£24,911 1*s.* 11*d.*), being at the rate of 74 francs 53 c. (£2 19*s.* 7*d.*) per 100 kilos. (221 lbs.)

The "Landes" of the Gironde.—A considerable portion of the territory of this department had remained to within the last few years in a state of primitive wildness. This is known by the name of "Landes." Much of it was the property of the "communes," or parishes wherein it was situated, and was chiefly affected to the grazing of the cattle, sheep and goats of the inhabitants, which wandered over these dreary wastes in search of a precarious sustenance. The nature of the soil, parched up in summer and inundated during the winter affording but a meagre pasturage. The number of "communes" owning these heaths amounted to 70, and the total extent owned by them amounted to 130,000 hectares (321,248 acres). In 1857, a law was passed especially empowering the prefects of the departments of the Gironde and of the Landes to force these communes to drain and cultivate their Landes; but as they were for the most part very poor and without the resources necessary to execute these works, the only efficacious mode of enforcing this law, was to oblige the communes to sell a part of their Landes in order to defray the expenses of the prescribed works on the remaining portion.

This project, after much opposition and hesitation, has at length been put into execution, and already a considerable extent of land has been disposed of; for up to the middle of last year about 34,485 hectares (85,217 acres) had been sold, producing 3,000,000 francs (£120,000). The value of the land has steadily increased, for within the space of four years it has risen from 30 francs (£1 4*s.*) per hectare (about 272 acres) to 100 francs (£4). The proceeds of these sales have been affected to the drainage and cultivation of the unsold portions, to pay off debts previously contracted for the prosecution of indispensable works, and in some cases to the formation of a communal capital.

Notwithstanding the considerable extent already disposed of, and the still more important quantity of these lands to be yet offered for sale, their value, far from diminishing, is steadily on the increase, and in some favoured spots the hectare (about 2½ acres) has already been paid 300 francs (£12).

The drainage and sowing* of 101,840 hectares (251,661 acres) was either completed or in the course of execution in 1863.

The expenses were valued as follows:—

Drainage.....	870,674 f.	(£34,826 19*s.* 2*d.*)
Sowing	1,139,061 f.	(£45,562 8*s.* 10*d.*)
Together....	2,009,735 f.	(£80,389 8*s.* 0*d.*)

The former works are executed by contract under the superintendence of the Government Hydraulic Service. The latter are effected directly by the communes.

Drainage of the Lakes and Ponds, &c.—The drainage of the lakes

* The poor nature of the soil renders agriculture almost impossible, except on a very limited scale, and by far the greatest portion of the land drained is broken up and sown with the pinus maritima, which produces the best kind of turpentine, resin, &c., and occasionally a few other forest trees, such as oak, chesnut, &c.

and ponds bordering the Dunes (sand hills), which in 1862 had already reclaimed 6,000 hectares (14,827 acres), has in 1863 added 4,000 hectares (9,884) more. A large portion of this land has been laid out in meadow, which, according to the report of the Government Engineer, to whom the work of draining has been entrusted, is giving the best results.

Pine Forests of the Dunes.—The Dunes, or sand hills, extending along the coast from the mouth of the Gironde to Bayonne are the property of the State, of which 85,000 hectares (210,047 acres) have been sown with the maritime pine. Within the last few years many portions of these forests having attained an age at which they can be put to profit, have been sold. The extent disposed of amounted to 5,662 hectares, 48 acres, and 15 centiares (about 13,992 acres) of the gross value of 4,028,344 francs 50 c. (£161,133 15*s.* 7*d.*)

The newly created outlet for the principal produce of the pine—resin and turpentine—caused by the American war, and the ever-increasing demand for the timber employed in railroad constructions has given an enhanced value to these forests, and in spite of the great impulse given to the cultivation of this tree, it is anticipated that the sales yet to be effected will be equally if not more lucrative to the state.

Manufactures.—Among the few manufactories of this department, there is one which up to the present time attracted little notice. Within the last two years, however, owing to its new constitution and destination, it offers a subject of some interest. It is the steel manufacturing establishment situated on the River Lisle, an affluent of the Dordogne, known under the name of "Les Acieries de Saint Seurin." In it three different systems of treating the metal are employed. 1st. The cementing process. 2ndly. The new system of Bessemer; and, 3rdly, The old process of melting in small pots a mixture of steel and iron in order to obtain different qualities of cast steel.

The principal fabrication is that of bar steel, both rolled and hammered for all purposes. In many industries the use of steel is rapidly superseding that of iron, consequently there is an increasing demand for large blocks of steel worked down to different shapes by the steam-hammer.

The manufactured articles are chiefly confined to springs for railroad and other carriages, the quantity turned out being estimated at from 80 to 100 tons a month, and rails, conical bolts and balls for the French Ordnance Department are also being manufactured.

About 400 hands are employed on the establishment, of which ten are British subjects. The coal consumed up to the present time has been almost exclusively British, amounting to about 12,000 tons annually; but measures are to be taken to employ the French coal from the department of the Aveyron, as the quality has greatly improved of late, and the price is considerably inferior to the English. About 2,000 tons of English pig iron, chiefly from Cumberland, are annually converted into Bessemer steel, and 200 tons of bar iron are imported from Sweden for cementing purposes. But here again a change is contemplated, for it is the intention of the Company to treat French iron in place of British.

No English capital is engaged in the concern. That represented by the establishment is 1,700,000 francs (£68,000), besides a loan from the French Government of 1,200,000 francs (£48,000), which has been laid out in building machinery, &c.

Public Works.—Passes and Channels of the River.—The works in course of prosecution for deepening the channels and passes of the river Gironde and Lower Garonne have progressed satisfactorily during 1863, and are finished to the proportion of five-sixths. The results have fully equalled the expectations, as already an average of one metre ($3\frac{1}{4}$ feet) has been gained in the most difficult passes.

The lighting and buoying of the river has suffered no alteration, but there is a project on foot for extending the lighting higher up the river.

The Lazaretto is still unfinished.

The Twin Lighthouses on the coast between those of Cordouan and Arcachon were finished and lighted in September last.

A new portion of the vertical quays, 210 metres in length (689 feet), bordering the river was commenced about the middle of last year, and is progressing satisfactorily.

When finished, these vertical quays will extend 1,115 metres (3,658 feet), 905 of which 2,969 feet have been in use for several years.

Bordeaux, June 18, 1864.

CALAIS.

Report by Mr. Consul Hotham on the Trade of Calais for the Year 1862.

Shipping.

There was a slight increase in the number of British vessels entering and leaving the port of Calais during the year, as well as in the total number of vessels of all nations.

Imports.

There was a slight decrease in the total amount of imports. This was owing partially to the American War, and also to the general uncertainty of commercial transactions.

Cotton Thread.—An increase, however, is observed in cotton-thread, owing to the trade in the adjoining town of St. Pierre les Calais having resumed somewhat of its former activity.

Silk.—The increase in the importation of silk is chiefly to be attributed to the increased demand for silken goods, particularly since the scarcity of cotton has been felt.

Wool.—The decrease in wool is, of course, owing to the lamentable state of affairs in America.

Iron.—As regards iron, the decrease was partly owing to a continuation of contrary winds during the latter part of the year, but also to an unsatisfactory state of trade generally in the interior of the country.

Coal.—The diminution in coal is also, in a great measure, owing to the bad weather which prevailed during the last three months of the year.

Flax.—The very large difference observed in flax, as compared with the previous year, is the result of the flax trade in this neighbourhood being almost at a standstill. Although the increase of steam-vessels must necessarily operate to the disadvantage of this trade, it is difficult to account satisfactorily for this great falling-off in the flax trade.

Timber and Wood Planks.—The decrease in the importation of timber and wood planks is owing to the stock being so large at the close of 1861, that there was, for a time, a complete stagnation of the timber trade. Independently of which, the buyers in the interior delayed their orders, in the expectation of more favourable prices. These expectations, however, were not realised.

Wheat and Flour.—The diminution in wheat and flour is almost entirely owing to the port of Dunkirk being preferred to that of Calais by the Lille merchants, as explained in my Report of last year.

Exports.

The value of the exports will be found to differ little from those of the preceding year.

The principal decrease has been in wines, brandies, and eggs.

Wines and Brandies.—The decrease in wines and brandies was principally owing to the American war, especially as regards wines, a great quantity of the champagne shipped from this port being usually destined for America. The diminution, however, would have been very much more sensibly felt, had it not been for the International Exhibition. Notwithstanding which a considerable decrease took place in the export of wines and brandies.

Eggs.—The decrease in eggs was mainly attributable to the prevalent winds during the year being more favourable for the port of Gravelines than for Calais. Gravelines, besides, is in the centre of the district which supplies most eggs for exportation from this part of France.

Fishery.

The fishery of this port was at least 20 per cent. more productive than in 1861, having produced 2,800,000 kilogrammes of fish (nearly 4,000,000 lbs.), which, at the rate of from 40 to 60 cents the kilogramme, gives a value of 1,400,000 francs (56,000*l.*). Upwards of two-thirds of this quantity was forwarded by railway to St. Omer, Lille, Douai, Valenciennes, Arras, and Paris. The quantity taken would have been greater had the weather been less wet and stormy, the west wind not being so favourable for fishing on this coast as the east or north winds.

The fishery has also been productive on this coast generally, Gravelines having forwarded fish by railway to the value of 87,164 francs (3,487*l.*) during the past year, against 77,880 francs in 1861, and 71,413 francs in 1860.

The herring fishery has also been more abundant; the value being 46,145 francs (1,846*l.*) in the past year, whereas, in 1861, it amounted only to 10,752 francs (430*l.*) The herrings sold at this port, however, were exclusively from Boulogne boats and from small boats belonging to Wissaut and Waldam.

Passenger Traffic.

A very large increase took place in the passenger-traffic at the Port of Calais during the past year, as might have been expected, owing to the International Exhibition. It is worthy of remark, however, that a proportionate increase did not take place at Boulogne; for whereas the increase at that port during the past year was only at the rate of 33 per cent., at the port of Calais it was at the rate of 74 per cent. This great difference in favour of Calais was, doubtless, principally owing to the great advantages offered by the Day Mail Service at fixed hours, established 1st May, 1860, between London and Paris, and *vice versâ*, as well as to the new service of the London, Chatham, and Dover Railway boats, established 1st May, 1862.

As regards the traffic between Great Britain and the Continent generally, it should be observed that a far larger proportion of foreigners visited the Exhibition of 1862 than that of 1851; for, although the Exhibition of 1862 was visited only by 87,000 persons more than that of 1851, yet the increase of foreigners visiting England in 1862 was from 40 to 45 per cent. more in 1862 than in 1851. From this it is evident that the Exhibition of 1862 was not visited by the English in the same proportion as in 1851, probably owing to the distress in the cotton districts.

The following is the average proportion of the different nationalities landing at Calais and Boulogne:—

In every 100 passengers, 63 are English, Irish, or Scotch; 16 French; 9 Germans, Russians, Swiss, and Norwegians; 4 Americans; 4 Italians; 2 Spanish; and 2 Greeks, Turks, Indians and Africans.

Railways.

The line of railway between Calais and Paris was shortened 46 kilometres (about 29 miles) by the opening of the line from Hazebrouck to Arras, *viâ* Bethune, in the month of April. By this means the express trains perform the journey from Calais to Paris in 5h. 45m.

The Railway from Calais to Boulogne proceeds slowly, and will not be opened to the public for some time.

Calais, July 25, 1863.

CALAIS.

Report by Mr. Consul Hotham upon the Trade of Calais, for the Year 1863.

Shipping.—There was a decrease in the number of British merchant-vessels entering and leaving the port of Calais during the year 1863, as compared with the previous year, though not in the number of vessels of all nations.

Imports.—As regards the imports there was but little difference from the year 1862.

Cotton Thread.—In cotton thread, however, there was a marked decrease; this was chiefly owing to the fluctuating state of trade in the adjoining town of St. Pierre-lès-Calais.

Coal.—In the importation of coal there was a slight increase, not, perhaps, sufficient to allude to, were it not for the fact that considerable coal mines have been discovered in this Department during the last few years. It is, however, remarkable that, notwithstanding this fact, the importation of English coal does not in any way diminish.

The following Table will show the increase in the consumption of coal in France during the last 75 years:—

	The Consumption of Coal in France.	Of which were Imported.		The Consumption of Coal in France.	Of which were Imported.
	Tons.	Tons.		Tons.	Tons.
1789	500,000	220,000	1852	7,900,000	3,000,000
1811	773,000	—	1860	13,600,000	5,200,000
1830	2,400,000	600,000	1862	14,600,000	5,200,000
1840	4,290,000	1,290,000	1863	15,200,000	5,200,000
1845	6,200,000	2,200,000			

It will thus be seen that of the 15,000,000 tons of coal annually consumed in France, about two-thirds (valued at about 4,712,000*l.*) are produced from the country itself. France, however, cannot claim to be a coal-producing country, the quantity extracted from Belgium being of equal amount, and the Zollverein exceeding her (varying from 14,000,000 to 17,000,000 tons annually), whereas England, which produced 13,000,000 tons only in 1800, furnished 84,500,000 in 1862, representing a value of nearly 22,000,000*l.*

The coal districts, however, in the Pas de Calais may be said to be in a prosperous condition, the quantity produced in 1859 having been 504,390 tons, against 1,192,194 tons during the past year.

Timber and Wood Planks.—A considerable impulse has been given to the Baltic timber trade: this is partly attributable to the establishment of a fourth house engaged in their business at Calais. The carriage of this timber is pretty equally divided between the railway and the canals; the diminution, however, of the "Droits de Navigation," amounting to 12½ to 15 per cent., causing a preference to be given to the canals.

Exports.—A slight increase will be observed in the exports for 1863 as compared with 1862. Notwithstanding the fluctuations of trade generally during the past year, the lace trade in the adjoining town of St. Pierre-lès-Calais may be said materially to have improved during the

last seven or eight years; and this is, indeed evident from the following fact:—

In 1856 the total number of machines was, in—

St. Pierre-lès-Calais	510
Calais	95
Environs of Calais	51
Total	656

These machines employed 6,590 persons, of whom nearly 2,000 are English. On the 1st December, 1863, there were 710 machines in the above-mentioned towns; these 710 are also larger and more remunerative than those in use in 1856: the value of them is said to be about 43,000*l.*

Fishery.—The fisheries at Calais, which were more productive in 1862 than in 1861, were still more so in 1863. Forty additional boats were built and launched during the seasons of 1862 and 1863, notwithstanding the disadvantage at which the fishermen on this part of the coast are placed in comparison with ports nearer to Paris, such as Dieppe, the carriage of fish from which place being one-third less than from Calais, Boulogne, and Dunkirk. The number of boats engaged in the fishing trade at Calais and the adjacent villages is 135, employing 682 men.

The herring fishery may be regarded almost as a monopoly for Boulogne, the value of the take of herrings by the Calais fishermen during the past season (September 28, 1863, to January 1864) being about 1,801*l.*, whereas at Boulogne it amounted to 93,109*l.*

The port of Gravelines, following the example of Dunkirk, has increased its trade in the Iceland Fishery; to this cause is owing a slight diminution in its local trade.

Passenger Traffic.—The passenger traffic has increased, and continues to increase to a considerable extent. The following is the total number of passengers embarking and disembarking at the principal ports during the past year:—

Calais	123,053
Boulogne	122,756
Dunkirk	1,747
Dieppe and Le Havre	56,788
Ostend	20,510
Total	324,854

The facilities afforded by the excellent arrangements of the mail service, both day and night, and both at fixed hours, have no doubt made Calais the chief port for travellers, tourists, &c. The Victoria Station also of the London, Chatham, and Dover Railway Company has offered very great additional advantages, from the situation as regards the west end of London; and the Blackfriars Station of the same Company, together with the recent openiug of the Charing Cross Station of the South Eastern Line, will no doubt still more increase the passenger traffic *via* Calais.

It is perhaps remarkable that, although 350,000 passengers pass to and from England yearly, only 25,844 British subjects are settled in France; in other countries the number of English is said to be as follows:—

Germany	7,365	Portugal	2,072
Italy	5,467	Egypt	1,271
Belgium	4,092	Chili	4,152
Spain	3.879	Brazil	2,338
Russia	3,749	Japan, China, Cochin China, and Persia	1,207
Turkey	2,360		

In the United States of America, however, it appears that there are

2,447,247 British subjects, viz., 477,455 English, 108,518 Scotch, 1,611,304 Irish, and 249,970 Canadians. In England, on the other hand, there are but 13,000 French, and with the exception of their colonies, there are but few resident French in other parts of the globe.

Canals.—The canals of France, especially those in this part, which are without doubt the most important in the Empire, are assuming a development to which, perhaps, it is right to allude.

Notwithstanding that the total tonnage of these canal barges throughout France has increased from 1,246,000,000 tons in 1860, to 1,495,000,000 tons in 1862, or an increase of one-fifth, the Government is urging the construction of additional canals, even in opposition to the railroads. Of these barges, 2,243 were despatched with cargoes from Calais alone during the past year, and 259 in ballast: the freight is as follows:—

For sugar, coffee, spices, provisions, soap, tobacco, silk, wool, flax, wines, brandies, liqueurs, &c., corn, flour, vegetables, and grain of all kinds, 5 centimes per ton per kilomètre;

For iron, drugs, potash, soda, salt, coal, coke, clay, asphalt, wood, ashes, manure, marble, granite, stone, bricks, &c., 2 centimes per ton per kilomètre.

Railways.—I regret to say that the Calais and Boulogne Railway proceeds but very slowly; and, to all appearance, it will be fully two years from this time before it will be open to the public.

Calais, June 27, 1864.

CORSICA.

Report by Mr. Consul Colnaghi on the Trade of Corsica.

I. Situation—Physical Description—Mineral and Natural Products—Agriculture.

Corsica, the smallest of the three large islands of the Mediterranean, lies between latitude 40° 21′ and 43° 1′ north, and longitude 8° 37′ and 9° 30′ east. It is distant from the nearest point on the coast of Italy (Bastia to Piombino) 55 miles; from France (Calvi to Antibes) 112 miles; from Spain (Ajaccio to Barcelona) 372 miles; from Sardinia (Bonifacio to Longo Sardo) 12 miles; and from the coast of Africa (Bonifacio to Bona) 285 miles.

The island is about 115 miles in length; its greatest breadth is 60 miles; and its superficial area is 874,741 hectares, or about 2,161,632 acres.

Corsica is a Department of the French Empire. It is divided into five "arrondissements"—Ajaccio, the capital, and residence of the Prefect; Bastia, Calvi, Corte, and Sartèrre, Sub-Prefectures; and returns two deputies to the Legislative Body. The Department forms the 17th military division of the Empire, and, with Marseilles, composes the 2nd maritime sub-division of Toulon. The total population, according to the last census (1861), amounts to 252,889 souls; in 1851, the total was 236,187 souls. Italian still continues to be the national language, though French only is allowed to be taught in the communal schools.

The climate of Corsica is very fine, and the island is generally healthy, except in the plains, which, during summer, are infected with a deadly malaria, caused by the exhalations rising from the marsh lands and stagnant waters. The winter climate on the coasts is delightful, and in sheltered spots, such as Ajaccio, well suited for invalids. From its mountainous nature the island enjoys various degrees of temperature; the winter on the highlands is more rigorous than by the sea; and a cooler atmosphere can, in summer, always be obtained on the hills, while the plains are sunk in heat.*

The prevailing winds are the south-west (libeccio), which blows with extraordinary violence over Calvi, Bastia, Cape Corso, and Bonifacio; the south-east (sirocco), and the east (gregale), a rainy wind, both of which are frequent on the east coast and in the Nebbio. The hot south wind prevails at Ajaccio in summer.

In shape, Corsica is nearly oval, with a projecting neck (Cape Corso), 25 miles in length, at its northern end. Mountain chains on the north and east, composed of serpentine, on the west and south of granite, traverse the island in its whole length. Their branches, spreading in various directions, form numerous wild and narrow gorges, and several beautiful and fertile valleys. The loftiest summits of the western mountains, 7,800 feet, are almost all situate in the centre and widest part of the island, where they unite with an eastern chain to form a vast amphitheatre round the double basin of the Golo and the Tavignano. These rivers, or rather rapid torrents, and their affluents issue, on their way to the east coast, from small, deep, fresh-water lakes, generally of a circular

* The average temperature at Bastia, from 20th June to 20th August, 1863, was 28° centigrade, during the day, and 25° during the night. The maximum was 34°. (*Observateur de la Corse*, 21st August, 1863.)

form, lying among the granite mountains, of which Monte Rotondo 9,000 feet, forms the apex. The third principal torrent of the island, the Liamone, flows west from among the same mountains to the Gulf of Sagona. The island is well supplied with water from numerous other torrents and springs. Mineral springs, both hot and cold, abound. Among the most important are the spring of Orezza, about 30 miles south of Bastia, a strong chalybeate loaded with carbonic acid,* and the waters of Pietra Pola and Guagno, which are sulphurous.

The west coast, on which the mountains descend abruptly to the sea, is deeply indented with fine bays and gulfs, of which the principal are those of St. Horent, Porto, Ajaccio, Sagona, and Valinco. The east side of the island is formed, for the most part, of a magnificent alluvial plain, which stretches from Bastia on the north to the fine Gulf of Porto Vecchio on the south. At the southern extremity of the island is the sheltered port of Bonifacio, surrounded by calcareous cliffs.

In the plains, and particularly on the east coast, are large collections of stagnant waters, hotbeds of malaria in summer, of which the principal are the lagoons of Biguglia, of Diana (the ancient port of Aleria) and of Urbino.

Corsica contains mines of copper, iron, lead, and antimony, and formations of pit-coal have also been noticed. From the presence of crystalline rocks the minerals of the island are, in general, very pure and rich in quality, but the importance of the granitic and primary formations limits their extent. The veins of ore, for the most part, are thin, and encased in the hardest rocks, circumstances which tend, except in the case of the more valuable metals, to prevent the deposits being worked to advantage. The formations of copper are the most important; the ore is of fine quality, and comprises every variety of the mineral. The principal mines are in the district of Ponte alla Lecchia, on the Golo, and at Castifao, more in the centre of the island. The deposits of Ponte alla Lecchia present a marked resemblance to the well-known mine of Monte Catini, in Tuscany, The works, however, that had been commenced at these mines, though undertaken under apparently hopeful conditions, have been suspended.

The deposits of iron contain ore of a good quality; but the foreign ores, especially that of Elba, can be imported at a cheaper rate than the native ore can, at present, be extracted. The mine of Farinole, situate on Cape Corso, is the most important.

The antimony mine of Ersa (Cape Corso) is very rich in ore of a good quality, very pure and easily worked. This mineral, unfortunately, possesses only a limited outlet, and the works have, from time to time, been suspended from want of a market.

Amianthus is found, in considerable quantities, in various parts of the island.

Corsica is rich in several beautiful varieties of granites, porphyry, serpentine, alabaster, and marbles, most of which are adapted to purposes of ornamentation, though, up to the present time, but little use has been made of them. A variety of serpentine (verde di Corsica) exists, in large blocks, in the districts of Orezza and Alesani, on the east side of the island, and a fine quality of the same rock is found in the immediate vicinity of Bastia. In the neighbourhood of Corte are extensive quarries of grey marble. A company had been formed to work them, but, owing to financial difficulties, its operations have come to a standstill. Quarries of limestone are being successfully worked in the canton of Brando, near Bastia. The streets of Bastia are paved with slabs of this

* According to Dr. Bennet.

stone, and blocks, in large numbers, are now being exported to Leghorn, for the works of the new port.

At Brando there exists, also, an interesting grotto. The varied forms displayed by the stalactites of columns and lace-like hangings are very beautiful.

The moufflon, or wild sheep, which has been considered to be the original of the domestic species, is a native of Corsica as well as of Sardinia, and inhabits the highest mountains. Wild boars, deer, foxes, and hares, are found on the island, but there are no wolves. Among birds, the golden eagle and several varieties of hawks may be noticed, and woodcocks, partridges, doves, and in general the birds common in Western Greece are known in Corsica. The thrushes and blackbirds are esteemed great delicacies, and are exported in large numbers for the French market.

It is said that the only noxious animal on the island is the "malmignate," a vari-coloured spider; but authors mention an insect of the ant species, known under the name of the "innafantado," found in some districts, whose bite is very severe. Scorpions are common, but their sting is said not to be deadly. Lizards of several varieties exist on the island, and there are two kinds of serpents.

Fish of the various qualities common to the Mediterranean are found in the bays and off the coasts. The red mullet of Corsica were prized by the Romans. Tunny, sardines, and anchovies, are caught in the season, though the fishery is not very important. Eels abound in the lagoons, and are exported alive, in large quantities, to Naples; and fine oysters,* and a large species of craw-fish (langousta), are found in considerable numbers off the south and west coasts. Porpoises are often seen in the surrounding seas, and seals (veaux marins) breed occasionally in the caves near Bonifacio.

Trout are the only fish caught in the torrents of the island.

Notwithstanding the decree of May 10, 1862, by which the old interdictory regulations on fisheries were revoked, the island fisheries are making but little progress. The greater number of the fishermen are Neapolitans, who cross over from the mainland in summer. The Corsican fishermen are few in number and still retain the use of their old-fashioned nets, which are suitable for in-shore fishing only, and for catching small fish.

At the present time, officers of the imperial navy are engaged in watching the habits and breeding-places of the fish off the French coasts of the Mediterranean.

Off the south coast of the island coral of various qualities is found in large quantities. The coral fishery is entirely in the hands of the Italians. About sixty boats are employed annually; each boat, fishing on an average for six months, obtains from 4 cwt. to 6 cwt. of coral in the rough, which is at once carried over to Italy.

The natural products of Corsica are beautiful and varied; the summits and sides of the mountains, especially those of granitic formation, are covered with extensive forests, consisting of Corsican pines, evergreen oaks, cork trees, beeches, and chestnuts. The hill sides, on other points, are overgrown with dense thickets of cistus, myrtle, arbutus, thorns, and other shrubs. Both the fan and the date palm are found on the island, and the cactus opuntia and the American agave grow in warm, dry, rocky places.

The island produces olive oil, wine, and corn. Orange, lemon, and

* In 1862, 600,000 oysters were laid down by the French Government in the Gulf of Ajaccio.

citron trees grow luxuriantly on the coasts. The mulberry flourishes, and fruits such as melons, walnuts, apricots, pomegranates, cherries and wild strawberries, &c., are plentiful. Aromatic plants abound on the mountains, and honey, for which Corsica has a classic name, still maintains its repute, though due care is not now taken of the bees. The shepherds make a kind of cream cheese called "broccio," which is much esteemed. The soil and climate in the different parts of the island are suitable for the cultivation of hemp, flax, madder, tobacco, and rice, though the introduction of this last is not desirable; and experiments are now being carried on for the cultivation of cotton.

The forests may be divided into three classes: 1st, such as are the property of the State; 2nd, those belonging to the communes, but which are under the control of the Forestal Administration; and 3, the woods belonging to the communes and private individuals, which are under no control. The superficial area of the wood lands has been calculated, approximatively, at 80,000 hectares, about 197,890 acres.

The Corsican forests were considered of great value by the Romans, and in more modern times by the Genoese. The French, on their acquisition of the island, were fully aware of their importance, but the course of events had prevented due attention being paid to their preservation and development until within the last few years. Plans have recently been under consideration for replanting certain portions of the forests, which from fires (and these occasionally are very destructive), or from neglect, have been destroyed; and now that the forest roads are bringing the woods into easier communication with the coast, the timber trade of the island seems likely to attain a certain importance. Large quantities of timber for ship-building and railway works have already been exported to Italy and Spain. The resinous qualities of the pines have also begun to attract notice. The trees of the fine forests of Valdoniello and Aitone, in the Niolo, have been farmed out for ten years to a manufacturer of the Landes for 4,960*l*. Works for the fabrication of essence of turpentine have been erected at Guagno, and, it is said, employ more than 250 workmen. The prices of rosin, &c, having greatly increased owing to the duration of the civil war in America, considerable profits may be anticipated from this undertaking.

The good or bad qualities of the Corsican timber have been matters of dispute. It seems not unlikely that, from want of care and knowledge, trees rotten with age, or that had suffered from fire, had been felled, and a bad name has thus been obtained for the island timber. The Corsican pines, which are said often to attain a height of 120 feet, are fine trees. From the weight and want of elasticity of the wood, they have been considered not well fitted for masts, though at present they are exported to Naples for that purpose. The cluster pines growing near the coasts are of inferior quality, but such as are found higher up the mountains are said almost to equal the larches.

The oaks are generally ill-grown, and the only quality now found in abundance is the ilex. These trees were always felled for charcoal, but the timber has begun, lately, to be exported for railway sleepers. The cork trees formerly existed in large numbers, but are now thinly scattered in the neighbourhood of Porto Vecchio. The beech woods have never been regularly felled.

The chestnuts are very fine; the fruit forms the ordinary food of the peasant population. The trees, when old, are cut down for charcoal, which is considered of very superior quality for fusing iron ore. From the "macchie" considerable quantities of charcoal are also obtained.*

* For prices of timber, see p. 63.

The olive, which grows wild in every part of the island, is cultivated with success in the cantons of the Balagna and the Nebbio, on the west, and in that of Bonifacio on the south. The oil produced is of good quality, and, if made with care, might rival the fine oils of Italy and Provence.

The vine is cultivated in the cantons of Cape Corso, Bastia, and Cervione, in the northern, and Sartine, Porto Vecchio, and Ajaccio, in the southern division of the island. The wine produced is of excellent quality, though ill-made. Of late years, unfortunately, the oidium has laid waste the greater number of the vineyards, and wine has had to be imported from France to supply the wants of the population.

The citron is cultivated with great care in Cape Corso. To protect them from the "libeccio," the trees are sheltered behind high walls, and surrounded by a palisade of thorns, arbutus, and other shrubs, compactly woven together. The fruit is gathered thrice in the year, and attains a weight of from 4 to 10 lbs. Other fruit trees, growing freely in the open air, receive but little cultivation. Were they properly attended to, their produce would be very fine.

In favourable seasons even, Corsica scarcely produces sufficient corn and other grain to feed the population for six months. If, however, the drainage works lately finished, and now in course of execution, are successful in rendering the east plain habitable in summer, corn could be grown to great advantage on the 100,000 hectares (247,000 acres) which it is calculated to contain.

The subjoined Table shows the market prices for 1862 of the principal articles of agricultural produce at the town of Bastia, to which are added the prices of bread, meat, wine, and other articles at the same place:—

Articles.	Prices in 1862.		Remarks.
	Lowest.	Highest.	
	s. *d.*	*s.* *d.*	
Wheat .. .. .. imp. qr.	45 4	62 9½	
Barley .. .. .. „	22 1	34 10½	
Indian corn .. .. „	26 0½	36 0½	
Beans .. .. .. „	36 9	49 5	
Hay .. .. .. cwt.	2 10	5 3¼	
Straw .. .. .. „	1 0	2 0	
Chestnuts (fresh) .. .. „	2 6	3 8½	
„ (dried) .. .. „	7 1¼	8 1¼	
Potatoes .. .. .. bushel	1 7	2 7	
Firewood .. .. .. cwt.	..	7 11	
Rice .. .. .. lb.	..	0 2	1*d.* in 1833.
Lentils .. .. .. „	..	0 2¾	
Beans (French) .. .. „	..	0 1¼	
Bran .. .. .. „	..	0 1½	
Salt .. .. .. „	..	0 0½	
Olive oil .. .. .. imp. gall.	..	4 4	
Wine (red) .. .. „	..	1 3¼	
„ (white) .. .. „	..	1 9¾	
Brandy .. .. .. „	..	2 6½	Retail prices.
Vinegar .. .. .. „	..	1 9¾	
Bread (white) .. .. lb.	0 1½	0 1¾	About same in 1833.
Beef .. .. .. „	0 3½	0 3¾	1½*d.* in 1833.
Veal .. .. .. „	0 3¼	0 4	2*d.* „
Mutton .. .. .. „	0 4	0 5	1½*d.* „
Pork .. .. .. „	0 4½	0 5	2½*d.* „
Dip candles .. .. „	..	0 6½	
Charcoal .. .. .. cwt.	2 2¾	2 10	
Peas .. .. .. lb.	..	0 3	

Agriculture in Corsica, though gradually progressing, owing, among several causes, to the construction of roads, the drainage of marsh lands, the greater facilities of communication between the island and neighbouring countries, and the steady, though slow, increase of the population, by no means keeps pace with modern improvements. Large tracts of fertile land still remain uncultivated, the due rotation of crops is not understood, and the agricultural implements in use are of the rudest forms. The land is greatly subdivided; almost every peasant possesses a small holding, and is exceedingly tenacious of his property.*

The system known as the "terratico" is still in use. A tract of land is farmed out for a certain period; the peasant provides the labour, the proprietor the seed; and the produce is divided, more or less equally, between them.

The formation of plantations (*pepinierès*) by the Government, at various points, has been advantageous; the model farm, and plantation of the "Arena," on the east plain, carried on under the superintendence of Mr. Benedetti, may be especially cited as a successful experiment.

The founding, in 1853, of societies of agriculture in the five chief towns of the island, has also, no doubt, had some influence for good, and several of the larger proprietors have turned their attention to the cultivation of the soil, under better conditions, and with improved implements.

The Government has established two reformatories (*colonies agricoles*); one, for youths, at St. Antoine; the others for adults, at Chiavari, both in the neighbourhood of Ajaccio, and the lands belonging to these establishments are being brought under successful cultivation. A convict colony, chiefly for military prisoners, has also been settled at Casabianda, near Aleria, with the view, by cultivating the soil, of improving the sanitary condition of that portion of the East Plain. This object will no doubt in time be attained, though at a large sacrifice of life. At the present time (August 1863), out of 300 convicts, 125 are in hospital with fevers. Moreover, the introduction of convicts into the island may not be considered an unmixed advantage.

The want of labour, owing to the thinness of the population, and a national dislike to hard work, continues to form one of the chief impediments to an increased cultivation of the soil. This want is supplied, in part, by an annual immigration of 7,000 or 8,000 Italian labourers, who arrive in Corsica in the months of October and November, and return to their own country in April, May, and June.† The number of these labourers, however, tends yearly to decrease; among other causes, from the important public works that are now being carried on in the kingdom of Italy.

The subjoined Table gives the average wages per diem of the various classes of labourers:—

* The price of land in Corsica varies considerably according to locality and quality. Alluvial lands, at a short distance from the towns, are worth from 80*l.* to 120*l.* per hectare (2·47 acres); when further removed from the towns or villages, from 16*l.* to 80*l.* per hectare. Lands situate on the hill sides, or mountains, are worth from 2*l.* 8*s.* to 12*l.* per hectare.

† A similar want is supplied in Greece in like manner. Several thousand Ionians annually cross over to Western Greece and the Morea in spring and autumn to gather in the harvests and dig up the currant plantations.

	Wages per Diem at Bastia.		Wages per Diem in the Interior.	
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Day Labourer	1 3½ to	1 9½	1 3½ to	2 5
Quarryman	2 0	2 5	2 0	2 9½
Mason	2 0	2 3	2 0	4 0
Stone Cutter	2 5	2 9½	2 5	2 9½
Carpenter and Joiner	2 9½	3 3	2 9½	3 8
Blacksmith	1 8	2 0	1 8	2 9½
Gardener	1 8		2 0	
Charcoal Burners and Wood Cutters..	..	..	3 6	5 0
These generally work by the job :				
A Horse and Cart with Driver ..	4 0	5 0	..	5 0
A Cart and two Horses with Driver ..	..	8 0	..	8 0

The rates of wages vary considerably according to the locality where the works are carried on, and the season in which they are undertaken In summer, contractors executing government works have often to pay common labourers 2*s.* 6*d.* per diem. In winter, when the Italian labourers have arrived, proprietors are masters of the situation; but, in summer, the workmen in the interior can dictate their own terms. The price of labour of every description, with the price of food, has risen one-sixth since 1845.

It is not easy to determine the numbers of the domestic animals on the island; in the absence of later information I subjoin a Table, taken from a former Consular Report (1832), as a merely approximative calculation. I am informed that, of late years, the number of animals has somewhat decreased, owing to the law of "vaine pature," which prohibits owners of cattle turning their animals into their neighbour's fields to graze.

Horses	3,720
Mares	4,293
Mules	6,042
Asses	4,959
Sheep and Lambs	234,760
Goats and Kids	151,940
Pigs	114,828
Horned Cattle (Bulls, Oxen, Cows, Calves) ..	28,976

The breeds of domestic animals might be greatly improved by judicious crossing, or even, with respect to the horned cattle, by proper feeding and selection.

The oxen and cows are compact in form, though of small size, and in very bad condition. Their meat is very inferior. Cattle employed for ploughing or for draught are usually imported from Italy or Sardinia. The sheep are small and generally black; from want of proper pasture and care their meat is of bad quality.

The horses are small, hardy mountain ponies, possessing, I am told, a little Arab blood. Efforts are being made by the French Government to improve the breed by the introduction of stallions.

There is a breed of dogs, something between a mastiff and a strong shepherd's dog, which is said to be peculiar to Corsica.

Fowls, and all kinds of poultry, are bad and scarce.

The subjoined Table shows the average prices of the various animals at Bastia and in the interior at the present time, 1863:—

Animals.	Prices at Bastia.						Prices in the Interior.
	£.	s.	d.		£.	s.	d.	
Yoke of Oxen ..	16	0	0		..			
Cow	3	4	0	to	4	0	0	Same prices.
Ox (for killing) ..	3	12	0		4	0	0	
Horse	6	0	0		8	0	0	
,, (saddle) ..	12	0	0		16	0	0	
Milch Goat ..	0	14	5		0	16	0	
Kid	0	2	0		0	2	5	1*s.* 8*d.* to 2*s.*
Sheep	0	12	0		0	12	10	Same prices.
Fowl	0	1	3		0	1	8	1*s.* to 1*s.* 3*d.*

The prices vary according to size, weight, and quality.

II. Public Works—Shipping—Trade—Manufactures.

Since 1830, the attention of the French Government has been turned to the condition of Corsica, and considerable sums of money have been expended, and are now being granted, for the construction of public works, in connection with the roads, sanitary condition, and ports of the island.

The annexed abstract from the draft of the law fixing the extraordinary budget for 1864, (ministry of public works) explains the nature and importance of the principal works now in progress, or about to be commenced.

Chap.	Works for which Credits are demanded for 1864.	Amount of Credit.
		£
IV.	New Imperial Roads of Corsica (the expenditure has exceeded the estimates)	36,000
V.	Forest Roads of Corsica	12,000
	Construction of new port of St. Nicholas, Bastia (credit granted in 1863, 8,000*l.*, estimated cost 192,000*l.*)	8,000
	Lengthening Quay Napoleon, Ajaccio, and constructing a new pier (estimated cost 64,000*l.*)	3,000
	Construction of a Mole at the Rousse (estimated cost 40,000*l.*)	3,000
	Sanitary Works. Turning course of the Gravona to supply Ajaccio with fresh water (credit granted in 1863, 6,000*l.*) ..	6,000
	Total	68,000

If to this sum be added, the maintenance and repairs of the ports, lighthouses, roads, &c., the total expenditure on public works in Corsica, for 1864, will amount to 80,000*l.*

The chief towns of the island are now united by good roads, which annually undergo further improvements. They are being macadamized, and new bridges of masonry are in course of erection in the room of the old wooden bridges. Diligences, carrying the post, start every morning from Bastia, for Ajaccio, Corte, Calvi, and Bonifacio, and arrangements are at present being carried out for posting in private carriages.

The total length of the imperial roads in Corsica is 702 miles; of these 568 miles were open to circulation on the 31st December, 1862, and 134 miles were still unfinished. The total expenditure on these roads had been up to that date 636,280*l.*

There are thirteen classed forest roads of a total length of 347 miles; 263 miles are already in working order, and will permit the development

of the valuable forests of the island, as well as assist the progress of agriculture by facilitating the means of transport of the various produce to the sea-board.

The district roads (*routes de vicinalité*) have, for the most part, still to be made. The principal expense of these roads is borne by the Department, but a certain assistance is granted by Government. For the next five years the resources at the disposal of the Department to be applied to these roads, amount to 111,600*l.*, composed as follows:—

	£
Government Grant	10,000
Departmental Loan	23,880
Rates, and other resources	77,720
Total	111,600

Important drainage and sanitary works of the marsh lands and stagnant waters, on the east-coast, and other parts of the island, have been lately completed, or are now in progress at the Government expense, under certain ulterior conditions, and under the superintendents of the Government engineers. The beneficial effects of these works have already been felt in some places, but the full advantages to be derived from them cannot be realized for some years. The total cost of the works for improving the sanitary condition of the lagoon of Biguglia (east coast) was 67,590*l.* They were finished in the beginning of 1862. In the same year, the sum of 4,040*l.* was granted by Government for carrying on the various works, among which is the supplying the town of Bastia with fresh water.

Submarine cables, connecting the island with France, Italy, and Sardinia, are laid down between Ajaccio and Toulon, Cape Corso and Spezzia, and Bonifacio and Longo Sardo. A telegraphic line, under Government control, connects the different towns of the island. The prices charged for the transmission of messages are the same as in other divisions of the empire.

A single message (25 words) in same Department	1 fr.
Ditto, ditto, to another Department	2 „

This second charge has been temporarily increased to 3 francs 50 cents owing to the cable between Ajaccio and Toulon being broken.

Telegraphic signal stations (semaphores) are in course of erection by the Government, on prominent points of the coast Some are already organized, and the others are being rapidly put into working order. The annexed Table shows the positions of the stations:—

Semaphore.	Situation.
1. Cape Sagro	On Cape Corso, 9 miles north of Bastia.
2. Mortella Point	In Gulf of St. Horent.
3. Bocca Fogata	Between Isola Rossa and Algajola.
4. Monte Cavallo	5½ miles to the south of Calvi.
5. Sanguinario Island	Entrance to Gulf of Ajaccio.
6. Cape Pertusato	South point of Corsica.
7. Point Chiape	Entrance to Gulf of Porto Vecchio.

The construction of the new port of Bastia has long been demanded by the inhabitants, and has, at length, been authorized by a law passed in the last session of the Legislative Body (1863). The tenders for the works will shortly be received (August, 1863). The port will extend before the new quarter of the town to the north of the old port. Its

superficial area will be about 41¼ acres, and the protecting mole is to have a total length of 763 yards.

The present port of Bastia was enlarged, and the entrance improved in 1862. The "Lion Rock" which obstructed the entrance has been entirely extracted; in its place are $3\frac{3}{12}$ fathoms (6 mètres) of water.

Various improvements are in the course of execution in the different ports of the island.

The subjoined Tables, taken from official sources, indicate the position and character of the various lighthouses on the coasts of Corsica, and of the buoys and beacons laid down in the Straits of Bonifacio, and off other points of the coast.

TABLE showing the Lighthouses erected, or in course of erection, by the French Government, on the Coast of Corsica, 1863.

Name of Light.	Description.	Position.	Building.	Latitude (North).	Longitude (E. from Greenwich).	Elevation—		Distance at which visible.	Remarks.
						Of Building.	Above Sea-level.		
				° ′ ″	° ′ ″	Feet.	Feet.	Miles.	
I. Capè Corso or Giraglia Island.	Revolving; the Eclipses recur every half-minute; dioptric; 1st order.	On Giraglia Island.	Tower, with basement.	43 1 45	9 24 10	72	269	22	The Eclipses only appear total in ordinary weather at a distance of 10 miles.
II. Two port lights of Ile Rousse.	1st light, fixed red. 4th order; dioptric.	On highest point of La Pietra Island; before, and to right of entrance of Port.	Square Tower, with house.	42 38 50	8 55 50	32	180	6	Lighted since Oct. 1, 1857.
	2nd light, fixed white. 4th order; dioptric.	On centre of the Port pier-head.	An iron framework.	42 38 50	8 55 50	...	...	20 5	Lighted since Oct. 15, 1857.
III. Gulf of Calvi, or Punta Revellata.	Fixed. 1st order; dioptric.	On extremity of Cape Punta Ravellata, at entrance of Gulf of Calvi.	Square Tower, with basement.	42 35 10	8 43 25	52	288		A Port Light (4th order, dioptric) is about to be established on angle of citadel of Calvi, to the right of the passage.
IV. Gulf of Ajaccio, or Sanguinario Island.	Light varied by flashes, which recur every four minutes, preceded and followed by short eclipses. 1st order; dioptric.	On highest point of principal Sanguinario Island, at entrance of Gulf of Ajaccio.	Square Tower, with basement.	41 52 50	8 35 45	52	321	20	The short Eclipses which precede and follow each flash, only appear total at a distance of 10 miles.
V. Two lights of Port of Ajaccio.	1st light, fixed white. 4th order; dioptric.	On southern angle of citadel.	Cylindrical Tower.	41 55 1	8 45 28	36	62	10	
	2nd light, fixed red. 4th order; catoptric.	On extremity of Margonajo Pier.	Wooden scaffolding.	41 55 1	8 45 28	...	...	3	
VI. Port of Bonifacio.	Fixed light. 4th order; dioptric.	On Point La Madonelta, to left of entrance of Port.	Square Tower, with house.	41 23 18	9 8 45	36	98	10	
VII. Mount Pertusato, near Bonifacio.	Revolving; the eclipses recur every minute. 1st order; dioptric.	On Mount Pertusato, 2 miles south-east of Bonifacio.	Square Tower, with basement.	41 22 10	9 11 15	52	325	27	The Eclipses only appear total, in ordinary weather, at a distance of 12 miles.
VIII. Porto Vecchio or Chiape Point.	Light varied every four minutes by flashes, preceded and followed by short eclipses. 1st order; dioptric.	On Chiape Point, south side of entrance of Gulf of Porto Vecchio	Square Tower, with basement.	41 35 45	9 22 5	52	216	20	The Eclipses only appear total, in ordinary weather, at a distance of 12 miles.
IX. Alistro.	Fixed. 1st order; dioptric.	On heights of Alistro, to north of Aleria Point.	..	42 15 20	9 33 30	...	...	...	Now in course of erection; not yet lighted.

TABLE showing the Lighthouses erected, or in course of erection, by the French Government, on the Coast of Corsica, 1863—*continued.*

Name of Light.	Description.	Position.	Building.	Latitude (North).	Longitude (E. from Greenwich).	Elevation— Of Building.	Elevation— Above Sea-level.	Distance at which Visible.	Remarks.
				° ′ ″	° ′ ″	Feet.	Feet.	Miles.	
X. Three lights of Port of Bastia.	1st light, fixed red. 4th order; dioptric.	On head of Aragon Pier.	Iron framework.	42 41 53	9 27 0	...	...	...	On entering the Port, the green light is to be left to "starboard," and the red light to "port." The white light which marks the position of the Port, will, it is hoped, be transferred within the citadel inclosure before the end of the year; it will then be visible from a greater distance.
	2nd light, fixed green. 4th order; dioptric.	On head of New Mole.	Iron framework.	42 41 53	9 27 0	...	...	3	
	3rd light, fixed white.	On the Old Mole.	Tower.	42 41 53	9 27 0	...	...	...	

NOTE.—Two Lights placed on north coast of Sardinia, combine, with Mount Pertusato and Chiape Point Lights, to mark the Straits of Bonifacio.

1. La Testa.	White, varied every three minutes by red flashes, preceded and followed by short eclipses.	On Cape La Testa, at west entrance of straits.	...	41 14 40	9 9 0	68	219	15	...	...
2. Razzoli Island.	Fixed. 2nd class.	On point of island, at east entrance of straits.	...	41 18 30	9 20 35	65	282	16	...	...

The distances are calculated in nautical miles of 60 to a degree.

The dioptric lights are divided into four orders, according to the size and intensity of the flame. Those of the 3rd and 4th order are subdivided into large and small.

The catoptric lights, reflectors, are assimilated to lights of the 4th order when lighted by one lamp, and to those of the 3rd order when they have several.

An uniform system of colouring has been adopted for all the buoys and beacons off the French coasts.

Those to be left to "starboard" on approaching from the offing are painted *red;* those to be left to "port" are painted *black;* such as may be left indifferently to "port" or "starboard" are painted in *bands*, alternately *red* and *black*. This colouring is only applied to beacons above high-water level, below this point they are painted *white*.

Mooring buoys are painted *white*.

On every buoy or beacon the name of the bank or reef which it marks is written, either in full or abridged. Those belonging to the same passage are numbered seriatim, beginning from the offing. The *red* buoys or beacons are marked with the even, the *black* with the odd numbers. Those painted in *bands* have names, but are not numbered.

The small rock-heads, situate on frequented passages, are sometimes painted in the same manner as the beacons. The most prominent portion only is coloured when the surface is larger than is necessary to be clearly seen.

TABLE showing the Buoys and Beacons laid down by the French Government off the Coasts of the Island of Corsica, 1863.

Position.	Buoy or Beacon.	Remarks.
Straits of Bonifacio—		
On Benedetto Bank, Porto Vecchio Road ..	Buoy.	A tower has been erected on each of the rocks La Chiape and Pecorella at entrance of Porto Vecchio Road.
On eastern extremity of Gavetti Reef ..	Buoy.	
On rock (½ fathom) between Gavetti Reef and Ratino Rocks	Buoy.	
On Ratino Rocks	Beacon.	
On La Vecca Reef	Buoy.	Has been carried away. A newly discovered rock (3 fathoms 5·60 mêtres), exists to the north of La Vacca Reef, at a distance of about 7 cables.
On Toro Rocks	Buoy.	At present sunk. The rocks extend to the east of the buoy about ½ a cable.
On La Vezzi Reef	Buoy.	
On Reef du Prêtre	Beacon.	To the east of Bonifacio.
On Olmeto Reef	Buoy.	
On the Monachi Rocks ..	Buoy.	
Gulf of Ajaccio—		
On the Citadel Rock	Buoy.	
On shoal between the Citadel and Margonajo Pier	Buoy.	2½ to 2⅔ fathoms.
Gulf of St. Florent—		
On Tegnosa Rock	Beacon.	

Bastia, on the north-east coast, and Porticciolo and Macinaggio, both on Cape Corso, are the ports where the greater number of sailing vessels belonging to the island have been built. Some fair specimens of 300 tons burthen have been launched at Bastia. In 1862 a vessel of 150 tons, owned by merchants of Bastia, was launched at Porticciolo, and, within the last few years, seven vessels of the same tonnage have been built at this yard. These vessels have, however, all been equiped at Marseilles, or abroad.

A well known shipbuilder of Bordeaux, M. Armand, has lately reorganized the shipbuilding yard of Ajaccio. Two gunboats of between 500 and 600 tons each, ordered by the Government, have already been successfully launched; the first in 1862, the second in May of this year. It may be doubted, however, whether these vessels have not cost the Government a far greater sum than if they had been built in the French dockyards.

The subjoined Table shows the total mercantile marine, belonging to the ports of the island in 1862 as compared with 1826:—

Ports.	1862.		1826.		Remarks.
	Vessels.	Tons.	Vessels.	Tons.	
Bastia	128	6,316	56	1,906	Among the vessels belonging to Bastia, are reckoned the steamers of Messrs. Valèry and Co's Company. In 1862 the Company possessed 16 vessels. This number in 1863 has been increased to 20 steamers, of a total of 3,650 tons, and 1,850 horse-power.
*Porticciolo.. ..	31	473			
*Macinaggio ..	17	263			
*Barcaggio	8	96	125	2,020	
*Centuri	17	128			
*Canari	9	16			
St. Florent	36	477	56	852	
Ile Rousse	16	456	6	219	
Calvi	15	65	26	314	
Ajaccio	77	2,308	82	617	
Bonifacio	13	188	21	147	
Solenzara	4	23	..	..	The ports marked * are situate on Cape Corso.
Total	371	10,809	272	6,075	

The prominent place held by Bastia in the above Table is owing to its exceptional position as the head-quarters of Messrs. Valèry and Co.'s Steam Navigation Company, which maintains regular communication between Corsica, Marseilles and Nice, and the Italian ports of Leghorn, Genoa, Naples, and Civitavecchia. This Company, which carries the mails, receives an annual subvention of 25,600*l.* from the French Government. About 20,000 tons of coal are consumed per annum in its vessels; of this quantity, 15,000 tons are English, (Cardiff and Newcastle) and 5,000 tons French coal. The Messrs. Valery, as Corsicans, are naturally glad to give importance to their native place, but the most considerable of the Company's operations are carried on at Marseilles.

Further communication between Italy and Sardinia is maintained by the Rubattino Italian Steam Navigation Company, whose vessels call twice a-week at Bastia on their voyage to and from Leghorn and Porto Torres.

The number of vessels entering the ports of Corsica from French and foreign ports has more than doubled during the ten years from 1851 to 1861.

Year.	Vessels.	Tons.
1851..	719	68,500
1861..	2,006	146,796

This result may be entirely attributed to the greatly increased importance of the Toga, and (though in a less degree) the Solenzara iron works, and to the extension given to the operations of Messrs. Valery's steamers.

Of the vessels entered in 1861 nearly 50 per cent were French; but it may be remarked that, owing to the abolition of the surtax imposed on the importation of ore in foreign vessels, the Italians are able to compete successfully with the French, and are gradually obtaining possession of this branch of trade.

The coasting trade, between the different ports of the island, has remained nearly stationary during the ten years from 1851 to 1861; the result, most probably, of increased facilities of inland communication.

Vessels employed in the coasting trade, between the different ports of the island:—

Year.	Vessels.	Tons.
1851..	1,837	36,740
1861..	2,075	51,689

The annexed Table (I) shows the total number of British vessels that have entered and cleared from the ports of Corsica during the five years 1858–1862, and (II) the total number of vessels of all nations that have entered the ports of the island, with cargoes, during the same period :—

TABLE I.

	Entered.				Cleared.			
	Vessels	Tons.	Crews.	Cargo.	Vessels	Tons.	Crews.	Cargo.
Port of Bastia :								
1858	1	198	..	Coal	1	198	..	Ballast
1859	2	513	..	„	2	513	..	„
1860	2	528	..	„	2	528	..	„
1861	..	..	..	..	..	..	..	„
1862	2	327	16	Coal and iron-work for Gas Company.	2	327	16	„
Port of Ajaccio :								
1858	1	300	13	Coal	1	300	13	„
1859	2	634	21	„	2	634	21	„
1860	2	462	20	„	2	462	20	„
1861	1	264	9	„	1	264	9	„
1862	..	..	..	„	..	..	..	„
Port of Calvi :								
1858	2	555	..	„	2	555	..	„
1859	1	285	..	„	1	285	..	„
1860	No return							
1861								
1862								

The subjoined Tables show the pilotage and port dues levied in the Corsican ports.

TABLE II.

Year.	Free Navigation.												Restricted Navigation (Coasting Trade).	
	French Vessels.						Vessels of other Nations.							
	Steamers.		Sailing Vessels.		Total.		Steamers.		Sailing Vessels.		Total.		Steamers and Sailing Vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1858*	..	..	..	..	677	50,918	..	..	..	..	362	16,800	2,609	101,559
1859*	..	..	..	..	547	42,769	..	..	..	..	440	24,948	2,480	103,804
1860*	..	..	..	..	642	48,300	..	..	..	..	403	22,063	2,447	111,606
1861	118	16,146	427	21,855	545	38,001	6	933	494	23,082	500	24,065	2,640	113,060
1862	118	20,830	369	14,945	487	35,775	53	8,572	447	24,664	500	33,236	2,243	113,871

* During these three years the total of steam and sailing vessels only is given.

TABLE showing the Pilotage Dues levied in the Ports of Corsica where a Pilot is stationed.

Ports.	Rates for all French and privileged Foreign Merchant Vessels (Sailing or Steam) Entering, or Clearing, per ton measurement.									French or Foreign Men of War.			Rates to be paid by Foreign Vessels, not assimilated to the French, per ton measurement.							
	Vessels of—		Reduced charge, per ton, for every 100 tons above—						Vessels of less than 80 tons requiring a Pilot, pay on Entering or Clearing.	Line-of-Battle Ships.	Frigates.	Other vessels above 80 tons.	Vessels of from 26 to 500 tons.	Reduced charge, per ton, for every 100 tons above—						Vessels of less than 26 tons requiring a Pilot, pay on Entering or Clearing.
	From 80 to 300 tons.	From 80 to 500 tons.	500.	600.	700.	800.	900.	1000.						500.	600.	700.	800.	900.	1000.	
	cents.	cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Francs.	Fr.	Fr.	Fr.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Francs.
Ajaccio ...	10	For every ton above 300, 5 centimes							10 cents. per ton, but in no case less than 6 frs.	50	40	36	One-half in addition to the rate for French or privileged Foreign Vessels.							
Bastia ...	...	10	8	7	6	5	4	3	8	,,	,,	,,	15	12	10	9	7	6	4	6
Florent...	...	15	12	10	9	7	5	4	12	,,	,,	,,	22	18	15	13	10	7	6	9

Note.—Ajaccio, when the pilot's services have been required to change the place of a vessel in the port, the dues are, 4 francs if the operation was performed by the crew of the ship, 10 francs, f by the pilot and his boat's crew.

British vessels are assimilated to the French :—1. On their voyage from, or to, any port of the United Kingdom, or of the British Possessions in Europe with cargoes. 2. Vessels in ballast, whatever their port of destination or departure. 3. British fishing vessels are exempt from all dues when driven into port by stress of weather; but no trading must take place.

It is obligatory on all French and privileged vessels (men-of-war or merchantmen) of 80 tons and upwards, and on all non-assimilated vessels of 26 tons and upwards, to pay the pilotage dues, if the pilot offer his services within certain limits of his station, whether they are accepted or not, with the following exceptions :—

1. Steam-vessels plying regularly between any French and foreign ports are exempt from pilotage dues, unless they demand the pilot's services, when half rates are chargeable.

2. Any vessel putting into port from stress of weather pays half the tariff rates. In no case, however, is the pilot's remuneration to be less than 6 francs. Vessels compelled to return to port by accident or other cause are exempt from pilotage dues, unless they demand the pilot's services.

3. Vessels of less than 80 tons, French or foreign privileged, or foreign vessels not assimilated to the French of less than 26 tons, are exempt from pilotage dues, unless they demand the pilot's services.

See Law of 15th August, 1792, Decree of 12th December, 1806, and Decree of 23rd July, 1859, confirming the General Regulations for the Pilot Service of the 5th Maritime Arrondissement.

TABLE of Dues (other than Pilotage Dues) chargeable in the Ports of Corsica.*

Description of Due.	Chargeable on.	How Levied.	Dues. fr. c.
Pass (droit de Passeport)..	Foreign Vessels	per Act.	1 0
Tonnage Dues	French Vessels. Coming from British possessions in Europe	„ ton	1 0
	French Vessels. In every other case	..	Free.
	Foreign Vessels	„ „	3 75
Clearance Dues	French Vessels. Of 150 tons and under	per vessel	2 0
	French Vessels. Of more than 150 to 300 (inclusive)	„ „	6 0
	French Vessels. „ „ 300 tons	„ „	15 0
	Foreign Vessels. „ 200 tons and under	„ „	18 0
	Foreign Vessels. „ more than 200 tons	„ „	36 0
Receipt of permit and certificate	French Vessels	„ Act.	0 50
	Foreign Vessels	„ „	1 0

The trade of Corsica is carried on principally with France, Italy, and Spain. The chief commercial port is Bastia, where more than half the total trade of the island is centered. Ile Rousse, on the west coast, is in possession of about half the export trade.

A branch of the bank of France is established at Bastia, and there exist in the town two private banking establishments. There is no regular exchange on England. The £ sterling is valued, at sight, at 25 francs. The Italian currency, having been assimilated to the French coinage, is a legal tender.

The customs stations open to commercial operations are the ports of Bastia, Ajaccio, Bonifacio, Ile Rousse, Calvi, Centuri, Canari, St. Florent, Macinaggio, Porto Vecchio, Propriano, Sagona, and Porticciolo.

The few British vessels that enter the ports of Corsica, annually, generally bring coal, from Newcastle or Cardiff, for the steamers of Messrs. Valery and Co. British capital is, however, being introduced into the island. An English Company (the Corsican and Mediterranean Gas Company, limited) obtained, in 1859, the concession for lighting the towns of Bastia and Ajaccio with gas. Bastia has been successfully lighted this summer, and the works at Ajaccio will, it is hoped, shortly be commenced. Still no great development of trade between Great Britain and Corsica can be expected until the rich natural products of the island, such as timber, oil, wine, marbles, and minerals, are fully opened out, and the cost of inland transport has been considerably reduced.

The treaty of commerce of 1860, concluded between France and Great Britain, has, as yet, had but little effect in Corsica. No port of the island has been opened for the importation of English goods, though Nice already enjoys this advantage. A special authorisation was, however, granted to two native mercantile houses to import, through the ports of Bastia and Ajaccio, a quantity of English manufactures at the treaty tariff; and the articles, included in the treaty, imported by the English Gas Company for the construction of their works, &c., have paid duty according to the new rates.

By the law of April 21, 1818, Corsica obtained a special customs tariff.

* Vessels of foreign Powers, with which France has concluded Treaties, are assimilated to the French. British vessels are assimilated to the French: 1. On their voyage to or from any port of the United Kingdom, or of the British possessions in Europe, with cargoes; 2. Vessels in ballast, whatever their port of destination or departure.

Tissues of flax and hemp, sugars, and other colonial produce, are subject to only half the duties of the general tariff, and all those articles which are assessed by weight in the general tariff have been relieved of one half of so much of the duty as exceeds 5 francs per 100 kilogrammes.

The importation of tobacco into the island is permitted on payment of a duty of 72 francs per 100 kilogrammes, for the unmanufactured article, and of 120 francs, per 100 kilogrammes, for cigars.

The octroi duty in addition amounts to :—

	fr.	ct.	
For unmanufactured Tobacco ..	9	7	per 100 kilogrammes.
„ manufactured „	182	0	„ „

In the last session of the Legislative Body (May, 1863) the tariff of Corsica was slightly modified as follows :—

Stock fish of foreign fisheries is subject to the same duty as by the general tariff.

Corks (foreign) imported into the island are subject to the same duty as by the general tariff. Corks of Corsican manufacture are admitted free of duty into the French ports.

For the exports, the law of June 18, 1859, is applicable in the Corsican, as well as in the other ports of the empire.

The value of the total trade of the island during the last five years (1858–1862), has been as follows :

Year.	Imports.		Exports.		Total.
	From France.	From other Countries.	To France.	To other Countries.	
	£	£	£	£	£
1858	555,541	93,727	267,678	65,435	982,381
1859	581,193	90,018	257,296	83,441	1,011,948
1860	635,633	150,108	236,891	59,808	1,082,440
1861	709,579	169,621	381,551	118,309	1,379,309
1862	722,410	187,039	316,151	143,819	1,369,409

The principal articles furnished by the French markets, and which are loaded at Marseilles, are steel in bars, iron in bars, iron work, hardware, wheat, wheaten flour, grits, furniture, prepared skins, crockery, earthenware, glass and crystal ware, tissues of every kind, haberdashery, salt fish, soap, sugar, native tobacco in the leaf, wines and liquors, and lastly, iron ore from Algeria, for the use of the Toga forge.

The articles imported from foreign countries, chiefly from the ports of Leghorn, Genoa, and from Sardinia, are oxen, wheat, coffee, sugars, live pigs, salt fish, salted meats, tobacco in the leaf, Sardinian and other cheese, Italian pastes, linen and hempen cloths, cleaned hemp, hempen ropes, wool in masses, iron in bars, and iron ore from the island of Elba.

Considerable quantities of colonial produce, such as sugar, tobacco, and coffee, are also imported, out of bond, from Marseilles.

The principal articles which serve to feed the exchange trade between Corsica and her markets of supply, are timber in planks, &c., firewood, charcoal, olive oil, cork in planks, chestnuts, citrons, lemons and oranges, native ponies, cast and bar iron, antimony ore, dressed and undressed skins, a white cheese called "broccio," and game.

These articles are chiefly exported to the ports of Marseilles, Leghorn, Genoa, Naples, and Alicant. To the last two ports considerable quantities of timber for ship-building and railway works are sent.

The annexed Tables I, II, III, IV, show the quantities of the prin-

cipal articles imported and exported to and from Corsica during the last five years, 1858–1862.

TABLE I.—Quantities of the Principal Articles imported to Corsica from Foreign Countries, or out of Bond, from 1858 to 1862.

Articles.	1858.	1859.	1860.	1861.	1862.
Oxen, Cows, &c. .. .. head	1,146	2,132	1,536	2,005	2,315
Horses and Foals .. .. „	64	32	44	47	25
Live Pigs .. .. .. „	1,438	1,161	2,624	1,280	990
Wheat .. .. Imp. qrs.	8,192	3,647	329	2,433½	1,730½
Coffee .. .. .. cwt.	2,248	2,035	2,758	2,744	2,737
Unrefined Sugar .. .. „	8,375	7,908	7,803	9,241	9,110½
Rice .. .. „	5,397	5,170	5,030	8,232½	6,738
Pepper and Spices .. .. „	206	246	304	230	63
Tobacco in the leaf .. „	1,284	1,634	1,448	1,280½	1,529
Italian Pastes .. .. „	440	186	55½	213	96
Cheese .. .. .. „	3,687	2,541	2,432	3,405	3,782
Salt Fish .. .. .. „	554	745	478	521	672
Salted Meat .. .. „	525	569	189	435	654
Linen and Hempen Cloths „	134	207	1,462	205	257
Hempen Ropes .. .. „	717	435	509	547	631
Cleaned Hemp .. .. „	227	217	302	198	305
Wool in Masses .. .. „	447	183	185	187	68
Bar Iron .. .. .. tons	90	13	30½	23	75
Iron Ore .. .. .. „	3,822	2,730	25,047	32,180	25,034
Manganese Ore .. .. „	..	..	..	..	124
Wine (common) .. Imp. gals.	..	..	..	..	24,974
Oil .. .. tuns	..	..	..	..	245

TABLE II.—Quantities of the Principal Articles exported to Foreign Countries from 1858 to 1862.

Articles.	1858.	1859.	1860.	1861.	1862.
Timber, rough .. cubic ft.	121,209	279,148	42,416	580,519	613,887
„ squared .. „	185,133	35,847	56,048	80,594	59,059
„ in planks .. yards	194,706	250,699	272,282	223,994	443,956
Firewood .. .. cubic ft.	96,085	375,000	371,059	80,770	64,984
Chestnuts .. .. .. cwt.	2,531	1,700	1,260	1,791	3,802½
Preserved Citrons .. .. „	9,512	13,141	7,188½	11,032	11,360½
Fresh Citrons and Lemons „	9,780	9,662	4,173	7,622	5,507½
Dried Vegetables .. .. „	16,423	19,630	25,654	8,080	27,603
Fresh Fish .. .. .. „	1,360½	1,503	1,004½	611	712
Manufactured Tobacco .. „	2½	7	11	2	112
Prepared Skins .. .. „	366	440	320½	464	413
Coral (rough) .. .. „	216	106	29	163	124½
Wine .. .. Imp. gals.	3,942	42,857	7,697	6,616	1,687
Crushed Grapes .. „	..	..	..	37,086	45,978
Marbles, &c., polished .. value	..	..	..	1*l.* 12*s.*	767*l.*

TABLE III.—Quantities of Principal Articles imported from France from 1858 to 1862.

Articles.	1858.	1859.	1860.	1861.	1862.
Steel .. .. .. tons	27	26½	37½	50	21
Bar Iron .. .. .. „	190	194½	289	207	210
Iron Work .. .. .. „	191	196	203	234½	7,672
Wheat .. .. Imp. qrs.	1,968	1,930	2,993	2,500	1,600
Flour .. .. .. cwt.	96,966	130,000	153,900	167,729	129,050
Grits .. .. .. „	739	1,101	2,264	1,047	873
Crockery .. .. .. „	1,085	1,383½	1,721	1,835	1,492½
Earthenware .. .. „	8,000	7,034½	7,588	8,429	5,540
Glass and Crystal Ware .. „	2,527½	2,038	4,125½	2,580	4,030
Tissues of Wool .. .. „	856	826	1,034	470	1,340½
„ Cotton .. .. „	4,254	2,875	3,800	3,673	4,500
„ Silk .. .. „	..	..	..	47	84
„ Linen and Hemp „	..	..	..	194½	443
„ Mixed .. .. „	5,708	4,832	6,185	5,630	3,817
Refined Sugar .. .. „	3,453½	4,200	4,712	5,709	5,318½
Soap .. .. „	4,680½	4,429	4,177	5,756	5,858½
Salt Fish .. .. .. „	3,783½	3,530	2,289	2,766	2,666
Native Tobacco in leaf .. „	2,956	4,112½	3,092	2,963	3,206
Dressed Skins .. .. „	3,061	3,711	4,372	3,854	3,940
Furniture .. .. value £	3,085	4,467	5,266	5,185	8,035
Wine, common .. Imp. gals.	..	..	..	209,143	214,165
Brandy and Spirits „	..	..	..	52,341	64,533
Iron Ore (from Algeria) .. tons	4,728½	7,231	10,287½	11,326½	7,508½

TABLE IV.—Quantities of Principal Articles exported to France from 1858 to 1862.

Articles.	1858.	1859.	1860.	1861.	1862.
Timber in planks .. .. yards	..	..	..	50,060	356
„ sawn square cubic ft.	..	..	..	91,188	9,464
Firewood .. .. „	193,254	201,659	164,506	349,214	138,901
Charcoal .. .. „	562,988	416,352	567,473	678,684	720,749
Thin Oak Planks .. number	..	..	..	..	14,340
Corn .. .. .. Imp. qrs.	21	98	334	407	309
Dried Chestnuts .. .. cwt.	18,142	5,270	7,246	9,482	4,880
Citrons, Lemons, Oranges .. „	14,412	10,447	6,050½	6,135	7,055
Cork, in planks .. .. „	2,507	1,632	2,517	7,774	4,740½
Undressed Skins .. .. „	1,883	3,034	1,682	2,662	2,555
Dressed Skins .. .. „	..	..	..	150	516
Silk, in cocoons .. .. „	..	..	..	1½	6½
Rags .. .. .. „	2,773	3,907	4,702	6,111	6,408
Bar Iron .. .. .. tons	658	600	411	629	730
Cast Iron .. .. .. „	12,148	11,940	12,380½	18,500	20,103
Antimony Ore .. .. „	6,024	5,462	5,058½	3,247½	1,968
Marble, in blocks .. .. „	35	..	..	..	..
Olive Oil .. .. .. tuns	2,688	1,853	793	1,854	659
Wine, common .. Imp. gals.	2,933	1,509	254	6,646	2,607
Horses .. .. .. head	252	75	87	104	475

It is difficult to determine with precision the prices of the different articles of exportation.

The price of olive oil is regulated by the state of the market at Marseilles.

The cast iron, manufactured from the ores of Elba, Africa, and Spain, is valued, at the port of exportation, at from 5*l.* 12*s.* to 6*l.* 8*s.* per ton.

The kid and lamb skins of Corsica, purchased by the tanners of Annonay (Ardèche), vary considerably in price. In quiet times, the kid skins, from which gloves of the first quality are made, fetch from 28*s.* 9*d.* to 34*s.* per dozen; in time of war the prices fall to half, or even less. In 1862-63, kid skins sold at from 19*s.* 6*d* to 24*s.* per dozen; lamb skins from 76*s.* to 88*s.* per hundred.

The prices of timber, at the port of exportation, vary according to kind, quality, and the situation of the forests. The present average prices may be reckoned as under:—

	Price per Cubic Mêtre, = 35·317 Cubic Feet Eng.	Remarks.
Evergreen Oak (*q. ilex*) for railway sleepers	64*s.* to 72*s.*	At this rate, each sleeper would cost from 38*d.* to 44*d.*
Pine (*p. pinaster*) squared ..	44*s.* to 50*s.*	
Corsican Pine (*p. laricio*) squared	50*s.* to 64*s.*	
Elm, squared	64*s.*	At port of Bastia.
Walnut wood in thick planks	28*s.* to 32*s.*	

Cork costs from 24*s.* to 32*s.* per 100 kilogrammes (220 lbs.), not including the cost of transport.

The annexed Table shows the present rates of freight between Bastia and Marseilles:—

		Francs.
Charcoal	100 kils. (220 lb.)	1
Cork	per ton	30
Railway Sleepers	each	1
Olive Oil	per tun	12
Squared Timber ..	per cubic mêtre (35·317 cubic ft.)	10

The iron works of Toga have greatly increased the trade and importance of Bastia, in the immediate vicinity of which town they are situate. The cast iron produced is much esteemed, and is converted into wrought iron of superior quality, steel, &c. Messrs. Petin, Gaudet, and Co., of Rive de Giers (Loire), the proprietors of the works, furnished to the French Government the armour plates for the frigate "La Gloire," and other ironclads. In the recent trials of armour plates in England, noticed in "The Times," of August the 6th of this year, the rolled plates, delivered by Messrs. Petin, Gaudet, and Co., are very favourably mentioned for the superior quality of the iron, which no doubt came from the Toga forge, though the manufacture of the plates was inferior.

The Toga works were originally established in 1840, and, after undergoing various vicissitudes of fortune, came into the hands of the present proprietors in 1854, since which time their operations have greatly increased in importance, and are becoming yearly more extensive. At present, the works possess four blast engines, three of which are constantly at work. The machinery in use is, of a total of 330 horse power, distributed as under:—

Blast engines	180	horse power.
Motive „	100	„
Hydraulic lifts	50	„
Total	330	„

Two hundred workmen are employed at the works alone.

From 600 to 900 tons of Newcastle coal are consumed annually, but the ore is fused with charcoal, 22,000 tons of which are used per annum. Half of this quantity is imported from Sardinia, the remainder is procured from the forests of Corsica.

Thirty vessels are in the continual employ of the Company, and seventy more are freighted, as occasion may require, in the year.

The average annual quantity of iron-ore now used amounts to about 30,000 tons, containing 60 per cent. of ore, and the average quantity of cast iron produced may be reckoned at from 17,000 to 18,000 tons. About 700 tons of hammered iron, of excellent quality, are also produced yearly at the works.

The ore is imported from the islands of Elba and Sardinia, and from Spain and Algeria. The firm, I am informed, have lately acquired an iron mine in Sardinia, and will, in future, make use only of the Elban and Sardinian ores.

The iron works of Solenzara, on the east coast, have been at work for several years with varied fortune, They appear likely to prosper under the management of Messrs. Jacquinot and Co., the present proprietors. The quality of the cast-iron produced is said to equal, if not to excel, that of the Tonga forge. The works, however, being situate in an unhealthy neighbourhood, and on an unsheltered roadstead, remain inactive four months in the year.

Till 1862, the forge of Solenzara had only employed ore from Elba; now, however, experiments are being tried with ore imported from Spain and Algeria, and even with some Corsican ore. In 1861-62, the produce of the works was calculated at 7,000 tons. The charcoal consumed is chiefly procured from the forests of the island, which belong to the Messrs. Jacquinot.

Some small forges, in which wrought iron is manufactured, "à la Catalane," still exist in Corsica. The cast iron used is imported, for the most part, from the forges of Tuscany. These forges, which were employed chiefly in the manufacture of agricultural implements, are, however, disappearing before the competition of the continental irons, which, if of inferior quality, are cheaper, and can now be worked by all blacksmiths.

A steam saw-mill was established in the neighbourhood of Porto Vecchio in March, 1861. Eleven saws, of which five are circular, are now worked by two engines of a total of 33 horse power. The works turn out, per working day of eleven hours, about 2,000 yards of planking. The mill employs 300 people, about a quarter of the population in its neighbourhood. During the first six months of 1862, 185,933 yards of planking were exported from these works to Italy and Spain.

The tanneries of Bastia are among the few manufactures, established solely by Corsicans, which have prospered. They are five in number, employ altogether about 100 workmen, and produce, on an average, per annum, 2,070 cwt. of leather and dressed skins. Of this quantity, about 1,626 cwt. are used on the island; the remainder is exported. These establishments, which are at work all the year, make use of 4,907 cwt. of undressed skins, and more than 450 tons of tan bark, procured from the forests of Corsica, per annum.

Italian pastes of good quality are made at Bastia, and are able to compete successfully with the continental manufactures. At Bastia, also are produced excellent "Terrines de merles au myrte," which require only to be known to be appreciated. They are sold at from 5 to 20 francs per terrine.

The purely local manufactures, among which are the coarse cloth and linen made in the villages, and worn by the peasants, are of no general interest. The manufacture of arms has disappeared before the increasing tranquillity of the country, though Corsican knives of good quality and temper are still made.

In conclusion, it may be hoped that Corsica is at present in a state of

transition; the exertions of the native population alone are wanting to secure a prosperous future for the island. The Imperial Government, at least, cannot be blamed for want of activity. The public revenue of the island amounts to about 80,000*l.*; the government expenditure, I am informed, to 440,000*l.* The new port of Bastia is about to be commenced, and various other improvements, among which the drainage works and forest roads are not the least important, are in course of execution. It remains for the Corsicans themselves manfully to put their hands to the plough, and not to turn back.

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Bastia, August 21, 1863.

CORSICA.

Report by Mr. Consul Colnaghi on the Trade of Corsica for the Year 1863.

Shipping.—No British vessels entered or cleared from the ports of Corsica during 1863.

The subjoined Tables show: 1. The total number of French and foreign vessels that have entered and cleared from the port of Bastia in 1863;* 2. The number of vessels employed in the coasting trade at the same port; and 3. The total number of vessels engaged in the foreign and coasting trade at the united ports of the island.

(TABLE 1.)—The Total Number of French and Foreign Vessels (not including those employed in the Coasting Trade) that have Entered and Cleared from the Port of Bastia, in 1863.

ENTERED.

Nationality of Vessels.	Sailing Vessels.						Steamers.							
	With Cargoes.			In Ballast.			With Cargoes.				In Ballast.			
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Horse-power.	Crews.	No.	Tons.	Horse-power.	Crews.
French ...	199	18,369	1,368	...	...	...	53	10,413	5,830	1,336	6	540	420	80
Italian ...	214	14,985	1,382	9	279	88	51	10,626	...	1,468	54	11,154	...	1,565
Total ...	413	33,354	2,750	9	279	88	104	21,039	...	2,804	60	11,694	...	1,645

CLEARED.

Nationality of Vessels.	Sailing Vessels.						Steamers.							
	With Cargoes.			In Ballast.			With Cargoes.				In Ballast.			
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Horse-power.	Crews.	No.	Tons.	Horse-power.	Crews.
French ...	26	1,173	115	112	9,379	825	52	10,051	5,720	1,279	10	996	700	147
Italian ...	34	1,877	143	194	15,166	1,335	47	9,797	...	1,351	54	10,412	...	1,603
Total ...	60	3,050	258	306	24,545	2,160	99	19,848	...	2,630	64	11,408	...	1,750

(TABLE 2.)—Total Number of Vessels employed in the Coasting Trade at the Port of Bastia, in 1863.

Nationality of Vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
French	539	39,426	4,559	602	47,856	4,975

N.B.—French and Spanish vessels only can be employed in the French coasting trade.

* Not including the vessels employed in the coasting trade, and a few vessels that have put into port from stress of weather.

(TABLE 3.)—Total Number of Vessels (Steam and Sailing) engaged in the Foreign and Coasting Trade, that have Entered and Cleared from the United Ports of Corsica, in 1863.

ENTERED.

Nationality of Vessels.	Free Navigation.			Restricted Navigation.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
French	493	40,138	..	2,451	128,589	..
Italian	483	34,866	..	..	..	..
Total	976	75,004	..	2,451	128,589	..

CLEARED.

Nationality of Vessels.	Free Navigation.			Restricted Navigation.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
French	339	26,535	..	..	..	..
Italian	387	27,515	..	..	..	..
Total	726	54,050	..	..	..	..

Imports and Exports.—The annexed Tables, (A) of imports, (B) of exports, both for the united ports of the island, present a fair view of the total trade of Corsica in 1863. These Tables, as well as the Shipping Returns, are derived from official sources. I am indebted for them to the kindness of M. Vernet, the head of the Customs Administration in Corsica.

(Table A.)—Return of the Imports to the United Ports of the Island of Corsica, in the Year 1863.

Articles Imported.	French Weights and Measures.	From England.		From France.		From Italy.		From Spain.		From Holland.		Total Quantities.		Total Value.	
		Quant.	Value.	Quant.	Value.	Quantities.	Value.	Quantities.	Value.	Quant.	Value.	French Weights and Measures.	English Weights and Measures.	In Francs.	In £ Sterling.
			Francs.		Francs.		Francs.		Francs.		Francs.				
Allspice	Kilos.	670	938	...	...	58	81	...	...	...	...	kilos. 728	cwt. 14	1,019	40
Charcoal	Cub.metrs.	...	...	...	...	2,924	584,800	...	...	...	...	cubic met. 2,924	cubic ft. 103,267	584,800	23,392
Cheese	Kilos.	...	...	67,878	47,515	139,169	97,418	...	...	7,638	5,346	kilos. 207,047	cwt. 4,075	150,279	6,011
Coal...	Quintals	11,259	16,888	...	...	...	...	...	...	...	...	quintals 11,259	tons 1,108	16,888	675
Coffee	Kilos.	326	277	...	...	928	788	14,301	12,156	453	385	kilos. 16,008	cwt. 315	13,606	544
Earthenware	„	...	...	353,413	53,012	3,762	596	...	...	41	12	„ 357,216	„ 7,031	53,620	2,145
Fish (salt)	„	...	...	129,059	25,812	31,625	6,325	13	3	...	...	„ 160,697	„ 3,163	32,140	1·285
Flour (wheaten)	Quintals	...	...	83,729	2,930,515	754	26,390	...	...	...	...	quintals 84,483	sacks 42,900	2,956,905	118,276
Fodder (bran, straw, &c.)	Kilos.	...	...	...	...	373,103	14,924	...	...	...	...	kilos. 373,103	cwt. 7,344	14,924	596
Furniture	Value	...	...	...	177,259	...	3,343	...	...	...	...	...	...	180,602	7,224
Glass and crystal ware ...	„	...	215	...	378,816	...	955	...	...	...	2	...	...	379,988	15,199
Haberdashery	Kilos.	...	...	106,500	479,250	417	1,966	...	...	283	1,393	kilos. 107,200	cwt. 2,110	482,609	19,304
Hemp (combed)	„	...	...	...	...	8,810	7,048	...	...	...	...	„ 8,810	„ 173	7,048	281
Hempen ropes	„	...	...	5,270	6,324	29,197	35,037	...	...	...	...	„ 34,467	„ 678	41,361	1,654
Hog's lard	„	...	...	...	...	29,900	20,930	...	...	...	...	„ 29,900	„ 588	20,930	837
Horses, donkeys, mules ...	Head	...	...	...	...	80	20,995	...	...	...	...	head 80	head 80	20,995	839
Iron ore	Kilos.	...	...	4,530,000	226,500	16,020,100	801,005	13,350,000	667,500	...	...	kilos. 33,900,100	tons 33,360	1,695,005	67,800
Iron in square bars, &c. ...	„	1,364	314	292,468	102,364	360	126	...	...	...	...	„ 294,192	„ 289	102,804	4,112
Ironwork	„	5,510	4,492	454,092	408,683	...	...	...	...	...	...	„ 459,602	„ 452	413,145	16,525
Machinery	Value	...	6,000	...	6,994	...	485	...	...	...	...	...	...	13,479	539
Meat (salted)	Kilos.	200	140	...	...	29,900	20,930	...	...	...	...	kilos. 30,100	cwt. 592	21,070	842
Oil (olive)	„	...	...	...	...	1,277	1,022	...	...	...	...	„ 1,277	tun 1¼	1,022	40
Oxen, cows	Head	...	...	...	...	2,028	358,065	...	...	...	...	head 2,028	head 2,028	358,065	14,322
Pastes (Italian)	Kilos.	...	...	13,492	8,095	11,491	6,895	...	...	...	...	kilos. 24,983	cwt. 491	14,990	599
Pepper	„	...	...	...	...	29	41	42	59	...	...	„ 71	lbs. 156	100	4
Rice	„	...	...	...	...	377,040	150,816	...	...	...	...	„ 377,040	cwt. 7,422	150,816	6,032
Skins (dressed)	„	...	...	230,244	863,415	15	79	...	...	...	...	„ 230,259	„ 4,532	863,494	34,539
Soap	„	...	...	315,510	189,306	...	...	...	...	...	...	„ 315,510	„ 6,210	189,306	7,572
Starch	„	...	...	13,225	5,290	2	1	...	...	...	...	„ 13,227	„ 260	5,291	211
Steel in bars	„	...	...	42,651	55,446	...	...	...	...	...	...	„ 42,651	tons 42	55,446	2,217
Sugar, unrefined	„	15	7	...	...	17,742	8,161	2,030	934	...	...	„ 19,787	cwt. 389	9,102	364
„ refined	„	...	...	301,910	362,292	...	...	...	...	...	...	„ 301,910	„ 5,943	362,292	14,491
Tissues—Woollen	„	...	...	180,941	3,618,820	40	40	...	...	18	216	„ 180,999	„ 3,562	3,619,076	144,763
„ Cotton	„	...	...	295,998	2,959,980	...	...	...	...	...	...	„ 295,998	„ 5,826	2,959,980	118,399
„ Silk	„	...	...	8,716	522,960	112	9,011	...	...	...	...	„ 8,828	„ 173	531,971	21,278
„ Linen or hemp ...	„	...	...	35,000	420,000	7,841	62,026	...	...	...	...	„ 42,841	„ 845	482,026	19,281
Tobacco, in leaf	„	13,557	31,181	177,315	407,824	33,586	77,248	...	...	1,026	2,360	„ 225,484	„ 4,438	518,613	20,744
„ manufactured ...	„	5	32	1,127	7,213	108	691	...	...	726	4,528	„ 1,966	„ 38	12,464	498
Wheat	Quintals	...	...	139	3,656	6,356	167,163	...	...	...	...	quintals 6,495	Impl. qrs. 2,220	170,819	6,832
Wine (ordinary)	Litres	...	...	795,974	159,195	383,475	76,758	...	...	...	...	litres 1,179,449	gallons 259,500	235,953	9,438
Wool in masses	Kilos.	...	...	...	...	3,677	7,462	...	...	...	...	kilos. 3,677	lbs. 8,106	7,462	298
Miscellaneous	Value	...	40,462	...	8,874,384	...	386,384	...	55	...	1,076	...	...	9,302,361	372,094
													Fractions	omitted ...	18
Total values ...	...	...	100,916	...	23,300,920	...	2,956,005	...	680,707	...	15,318	...	...	27,053,866	1,082,154

Exchange: 25 francs equal to £1 sterling.

(TABLE B.)—RETURN of the Exports from the United Ports of the Island of Corsica, in the Year 1863.

Articles Exported.	French Weights and Measures.	To France.		To Italy.		To Spain.		Total Quantities.		Total Value.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	French Weights and Measures.	English Weights and Measures.	In Francs.	In £ Sterling.
			Francs.		Francs.		Francs.				
Antimony ore	Kilogrammes	100,220	40,088	...	...	...	...	kilogrammes 100,220	cwt. 1,972	40,088	1,603
Bones (cattle)	„	50,246	2,512	...	...	...	...	„ 50,246	„ 989	2,512	100
Charcoal	„	9,353,880	935,388	176,995	17,699	108,000	10,800	„ 9,638,875	„ 189,741	963,887	38,555
Chestnuts and chestnut flour	„	195,366	48,841	72,178	18,045	...	...	„ 267,544	„ 5,266	66,886	2,675
Citrons ("cédrats"), lemons, and oranges	„	600,544	300,277	996,426	459,034	...	...	„ 1,596,980	„ 31,436	759,311	30,372
Cork, in planks	„	407,902	489,482	150	180	...	...	„ 408,052	„ 8,032	489,662	19,586
Firewood, in logs	Stère	5,159	51,590	2,006	20,060	...	...	stère 7,165	cubic feet 253,056	71,650	2,866
Fish, fresh	Kilogrammes	13,617	2,723	32,525	6,505	...	...	kilogrammes 46,142	cwt. 908	9,228	369
„ salt	„	17,755	3,551	57	11	...	...	„ 17,812	„ 350	3,562	142
Flour, wheaten	Quintals, m.	...	...	291	5,820	...	...	quintals 291	sacks 228	5,820	232
Fruits, Fresh, &c.	Kilogrammes	45,256	9,051	23,253	18,571	...	...	kilogrammes 68,509	cwt. 1,348	27,622	1,104
Horses	Head	205	102,500	15	6,555	...	...	head 220	head 220	109,055	4,362
Iron, bar	Kilogrammes	831,479	207,870	...	...	...	...	kilogrammes 831,479	tons 818	207,870	8,315
„ ore	„	160,000	8,000	...	...	...	...	„ 160,000	„ 157	8,000	320
„ cast, in pigs	„	17,082,701	3,587,367	...	...	...	...	„ 17,082,701	„ 16,813	3,587,367	143,494
„ cast, waste	„	144,542	21,681	5,273	791	...	...	„ 149,815	„ 147	22,472	898
Linseed	„	32,205	24,154	...	...	...	...	„ 32,205	cwt. 634	24,154	966
Lupine seed ("gré de lupin")	„	...	...	1,174,700	46,988	...	...	„ 1,174,700	„ 23,124	46,988	1,879
Marble, in the rough	„	1,500	105	...	...	...	...	„ 1,500	„ 29	105	4
Marble	„	...	...	150	75	...	...	„ 150	„ 3	75	3
Oil olive	„	610,648	1,038,102	1,194	2,029	...	...	„ 611,842	tuns 594	1,040,131	41,605
Planks, thin oak	Value	...	...	...	675	...	...	... ...	... ...	675	27
Rags	Kilogrammes	240,378	24,038	...	...	...	...	kilogrammes 240,378	cwt. 4,731	24,038	961
Skins, undressed	„	123,930	247,860	98	151	...	...	„ 124,028	„ 2,441	248,011	9,920
„ dressed	„	5,335	20,006	41,644	156,164	...	...	„ 46,979	„ 924	176,170	7,046
Silk, in cocoons	„	252	756	450	1,350	...	...	„ 702	„ 13	2,106	84
Tobacco, manufactured	„	...	...	8,482	54,285	35	224	„ 8,517	„ 167	54,509	2,180
Wax, yellow, unpurified	„	3,222	6,444	2,767	5,534	...	...	„ 5,989	„ 117	11,978	479
Wool, in masses	„	53,466	213,864	25	100	...	...	„ 53,491	„ 1,052	213,964	8,558
Miscellaneous	Value	...	491,755	...	1,996,238	...	179,130	... ...	... ...	2,667,123	106,684
									Fractions	omitted ...	11
Total values	...	...	7,878,005	...	2,816,860	...	190,154	... ...	... ...	10,885,019	435,400

Exchange: 25 francs equal to £1 sterling.

NOTE.—In converting, in these Tables, the French weights and money into English measures and currency, I have omitted the fractions.

The value of the total trade of the whole Island in 1862 as compared with 1863, was :—

	Imports.	Exports.	Total.
	£	£	£
1862 ..	915,588*	471,835*	1,387,423*
1863 ..	1,082,154	435,400	1,517,554

showing for 1863 an increase in the imports of 166,566*l.* and a decrease in the exports of 36,435*l.*

Port of Bastia.—The value of the trade at the Port of Bastia alone, during the last five years, has been as under :—

	Imports.	Exports.	Total.
	£	£	£
1859 ..	225,047	113,506	338,553
1860 ..	291,458	128,936	420,394
1861 ..	323,284	175,543	498,827
1862 ..	389,411	173,117	562,528
1863 ..	644,400	166,696	811,096

In 1863 more than half the total imports of the island were unloaded at Bastia, including the greater portion of the iron ore (28,602 tons) for the use of the Toga forge, and half the value of the miscellaneous goods. Of the exports, not quite half were shipped at this port. The most important were, 12,521 tons of cast iron, and 818 tons of bar iron, from the Toga works, of a united value of 151,809*l.*

The preparatory works for the new port of Bastia were commenced towards the end of 1863, but the port will progress but slowly; a credit of 8,000*l.* only being granted on the budget of 1864, and a similar sum for 1865.

Customs' Station of Cervione.—By Imperial decree of August 12, 1863, the Customs station of Cervione (East coast) was added to those designated in Article 5 of the Law of April 21, 1818, for the importation of certain goods into Corsica.

Prices of Corn, &c.—I subjoin a Table showing the prices of corn and grain, and other agricultural produce, at the Port of Bastia, during 1863.

PRICES of Corn, Grain, and other Agricultural Produce, at the Port of Bastia, in 1863.

Articles.	Weights and Measures.	Prices in 1863.				Rate of Freight to England.
		Lowest.		Highest.		
		s.	*d.*	*s.*	*d.*	
Wheat	Imp. qrtrs.	50	8½	55	1½	No grain is exported from Corsica, except a small quantity to Marseilles, to be converted into flour, and then re-imported.
Barley	„	25	7	36	0½	
Indian corn ..	„	26	9	31	8½	
Hay	cwts.	3	3	5	3¼	
Straw	„	1	0	2	0	
Chestnuts (fresh) ..	„	2	5	3	3	
Ditto (dried) ..	„	6	11¾	8	1½	
Potatoes	Bushel	1	6¾	2	7¼	

Prefecture of Corsica.—By Imperial decree of October 20, 1863, the Prefecture of Corsica was raised to the first class.

* These figures are rather higher than those given in my General Report. I have taken them from a Return of a later date, which is probably more complete.

Cotton.—Experiments for the introduction of cotton into Corsica have been attempted in various parts of the island, during the past year, with, I am informed, fair prospects of success. In spite of the rudeness of the cultivation and the inexperience of the cultivators, the pods have arrived at full maturity, and some of the plants have yielded from 100 to 140 pods, which have produced, on an average, 1 gramme 5 centregrammes (about 16¼ grains) of pure cotton per pod. But another season, at least, must elapse before the trials can be considered as conclusive.

Forests.—I am enabled through the kindness of the Prefect of Corsica to add some details about the forests of the island, taken from an interesting report on the subject by M. Tassy, the "Conservateur des Forêts," and thus complete, and in some points correct, the account given in my General Report sent to England last year.

The approximative extent of the forests of Corsica, is calculated at 121,238 hectares,* thus divided:—

The property of the State ..	45,810	hectares	(actual extent)
„ „ Communes ..	57,428	„	(actual extent)
„ „ private persons.	18,000	„	(approximative extent)

The forests belonging to the Communes which are under the control of the forestal administration have alone been included, under that head, in the foregoing calculation. The Communes possess other woods of which the extent is unknown, but which cannot be considerable, and also large tracts of land covered with underwood (macchie) of which the approximative area is estimated at 200,000 hectares.

The register of lands (cadastre) not yet being completed in Corsica, the actual extent of the private forests cannot be ascertained.

The composition of the forests is as follows: of 45,810 hectares belonging to the State, 34,350 are covered with resin-yielding trees, of which the *P. lariccio* predominates; and 11,460 hectares, with full leaved trees, chiefly the evergreen oak.

Of the 57,428 hectares belonging to the communes, the lariccio and maritime pines are predominant in one half, and the evergreen oak in the other half.

The average size of the trees calculated from those felled yearly may be estimated, measuring the circumference at about 4 feet 10 inches from the ground, for the

Lariccio pines and firs (sapins)	6 feet 6 inches in circumference, 117 feet in height.
Maritime pines (*P. pinaster*)	4 feet 10 inches in circumference, 97 feet in height.
Evergreen oaks	3 feet 3 inches in circumference, 65 feet in height.

Many of the lariccio pines measure 13, 16, and 19 feet round, and are from 140 to 160 feet in height.

The regular felling of the Corsican forests commenced only ten years ago, but its importance increases annually. The administration sold in 1862, in the State and communal forests, 41,000 trees estimated at a total of 100,000 cubic mètres of timber standing (en grume).† This quantity may be classed as under:

* In my General Report the extent of the forests is calculated only at 80,000 hectares; but from the official number one-third for open land and rocks should be deducted. The hectare equals 2 acres 1 rood 35 perches English measure.

† In 1863 the timber to be felled was sold for—

	£
In the State forests	10,168
In the Communal forests	3,604
Total	13,772

	Cubic mètres.		Cubic feet.
Timber fit for building, &c.	40,000	=	1,412,000
Wood fit for charcoal	30,000	=	1,059,000
Wood left on the ground as of no value	30,000	=	1,059,000
Total	100,000	=	3,520,000

The quantity of wood abandoned as valueless diminishes yearly as the means of transport are increased by the construction of forest roads.

Three times as much timber as the above could be felled yearly in the island forests without injuring their future development.

Resin was first extracted from the Corsican trees in 1856. In 1863 175,000 trees (lariccio and maritime pines) were subjected to tapping. 2 kilogrammes (4·4 lbs.) of resin were considered as the probable average yield of each tree, but this estimate, it is thought, will be considerably exceeded, as the Corsican pine proves to be much richer in resin than was anticipated. Still the extraction of resin, according to M. Tassy, must always remain of secondary importance, and should only be carried on in forests which are difficult of access. Even if the quality of the trees is not injured by the tapping, there is reason to believe that their growth is impeded.

The Lord Provost of Edinburgh (the Right Honourable Charles Lawson) who visited Corsica at the close of 1863, was much struck with the qualities of the lariccio or Corsican pines; believing, at the same time, that the red granite of the island is well adapted to the growth of the larch (larix Europea) which does not exist in Corsica, the Lord Provost kindly presented to the department through me 8,000 young trees from Scotland; they have been planted this year (1864) under the superintendence of the Government authorities. The experiment will, I hope, be successful.

Mines.—The copper mines of the island might probably be worked to advantage by a judicious application of capital. M. Santelli, Superintendent of the copper mine of Castifao, has published a pamphlet on the subject, with a view to the formation of a Company for working the mines of Castifao and Moltifao, situate in the district of Ponte-Leccia.

Railway.—During the session of the Council General of Corsica in 1863, Count Ferri Pisani presented a Report on the advantages, both political and material, to be derived from the construction of a railway between Bastia and Ajaccio. That the railway would benefit the island is not doubtful, but to carry it out successfully would require no small aid from the State.

Climate of Ajaccio.—Attention has lately been called by Dr. Bennet, of Mentone, to Ajaccio, the capital of the island, as a winter residence for invalids.

Dr. Prosper de Pietra Santa, in his Report on the influence of the climates of the south of France on the chronic affections of the chest, read before the "Academie des Sciences" in September 1863, speaks very highly of the climate of Ajaccio as well suited to persons predisposed to consumption, and especially when the symptoms which mark the first state of that malady have to be combated. He considers the meteorological elements of the climate to be:—

1. Great purity of the atmosphere.
2. Slight atmospheric variations.
3. Gradual changes of the seasons.
4. Insignificant barometric oscillations.
5. The mean temperature of the winter season is 14° 34′ centigrade (between 58° and 59° fahrenheit).

The soil of the country is mostly calcareous, covered with a layer of fertile humus. The water is plentiful and wholesome.

The town of Ajaccio is well placed on a promontory in a sheltered creek on the northern side of the gulf of the same name, and contains about 14,000 inhabitants. The total want of accommodation, and of ordinary comforts, renders Ajaccio, however, as yet unfit as a residence for strangers. A few cottages are now being built, it is true; but in a town where no servants are to be obtained, and where the market is very badly supplied, a good hotel is the first requisite, and this does not exist.

Bastia, May 23, 1864.

DUNKIRK.

Report by Consul Major Pringle on the Trade of Dunkirk for the Year 1863.

The total number of British vessels entering this port during the past year of 1863, has amounted to 771, weighing 96,479 tons. This is a decrease in number and tonnage, compared with 1862; but may be accounted for by the general stagnation in trade that has prevailed during the past year, and also in some measure by the circumstance that only two of the largest class of British vessels that usually come to this port with guano have entered during the year, whereas in 1862 there were twenty so employed. An increase in the number of steam vessels trading here is to be remarked; they are gradually superseding the small class of vessels and billy boys that used to frequent this port, and as they are provided with cranes and other means of discharging their cargoes rapidly, they are not subjected to the inconvenience and delay experienced by some of the sailing vessels, owing to the inefficient accommodation afforded by the present state of the harbour. The members of the Conseil d'Arrondissement of Dunkirk lately expressed their urgent desire that the aid afforded by Government may be seconded and developed by the efforts of private enterprise, and that the erection of cranes and other machinery along the quays may be speedily accomplished so as to diminish the expenses incurred when loading or discharging, which at present are so onerous as to impede the due progress of trade, and act most unfavourably upon the shipping interests.

Trade and Commerce.—The chief imports have been as follows:—Tallow, grain, cod liver oil, rapeseed, hemp, timber, iron, and machinery. Exports: Raw sugar, wine, oil-cake, flour, wheat, fruit, and vegetables. A brisk trade in pig iron is carried on with Scotland, chiefly by means of two steamers from Leith, which make weekly runs. Large quantities of machinery continue to be imported, and iron rails, tyres, and cast steel bells, &c., from Sheffield, are brought in by the Hull steamers. The British vessels trading to this port have been employed in bringing the following cargoes, viz., 135 of pig iron, 200 of general cargo, 124 of manufactured iron, 14 of pipe clay, 21 of jute, 16 of pitch, 10 of rapeseed, 19 of oysters, 16 of coal, 2 of guano, 15 of linseed, 6 of slate, 10 of Indian corn, 53 of wheat, and the remainder of flax, arsenic, poppy seeds, bricks, and tar.

A considerable trade has been carried on with Spain, though chiefly in French bottoms, materials for railways to the value of 62,131*l.* have been exported during the year; coal and flag stones were the other chief articles of exportation. Large quantities of timber arrive from Norway, which are sent into the Interior.

Iceland Cod Fishery.—The number of vessels equipped in the ports of Dunkirk and Gravelines for the cod fishery in 1863 amounted to 122 for Dunkirk, weighing 12,262 tons, manned by 1,985 men; and for Gravelines, 14 vessels, weighing 1,421 tons, crews consisting of 222 men; 99 vessels, weighing 2,498 tons, crews of 644 men have been employed in the coast fishery; the produce is estimated at 421 tons; and the value at 421,501 francs (1,680*l.*) During the first six months of 1863, the quantities of grain and potatoes brought in were—

	Tons.
Wheat	8,820
Maize	1,782
Potatoes	115
Flour	268
Rye	5
Oats	27
Barley	344
Dried Vegetables	388

The revenue arising from the octrois established in the different localities belonging to the Arrondissement of Dunkirk amounted, during the year, to 380,400 francs, 15,216*l.*

There is a decrease in the amount of duties levied upon merchandize transported by the canals from the 1st July, 1862, to the 1st July, 1863, owing to the diminished number of cargoes entered at Dunkirk and Gravelines. There is also a falling off in the duties upon sugar, spirits and beer, the loss upon native sugar is accounted for by the circumstance that great part of the produce was placed in bond with a view to obtain a higher price hereafter.

Five oyster beds, "parcs d'huitres," have been lately established here. They are well organised and provided with the means necessary to ensure a good supply. The oysters are chiefly brought from the coast of England, and sell during the season at 4 francs per hundred.

Provisions still maintain a high price, meat especially is dear, and all colonial produce much higher than in England.

Having only now received the following details, published in May by the Chamber of Commerce, relating to the trade of 1862. I beg to include them in this Report.

Customs' Receipts, 1862.

Custom Duties.		Navigation Dues.	Accessory Dues.	Salt Duties.	Total Amount.
Imports.	Exports.				
£	£	£	£	£	£
164,311	2,352	11,910	410	2,679	181,662

Iceland Cod Fishery, 1862.

Gross amount in weight, 117,079 cwt.; value, 107,681*l.* 0*s.* 7*d.*

This result presents a loss of 27,314 cwts. upon the returns of the preceding year.

Movement of Merchandize, 1862.

	Imports.	Exports.
	Tons.	Tons.
Home Trade	172,517	76,567
Coasting Trade	79,697	7,400
Exported with a Premium	1,108	79,697
In Transit	24,152	18,973
Merchandise imported in Bond, and cleared otherwise than for consumption ..	223,816	1,390,057
Value of Merchandise in Bond on 1st Jan., 1863, 151,822*l.* 6*s.* 5*d.*	..	..

Public Works.—A new and very handsome building, the Palais de Justice, was finished this year, and inaugurated in the presence of the Archbishop of Cambrai. The expense of building is about 20,000*l.*, and the fitting up of the interior must have added considerably to that sum. A French Reformed Church is to be built for the members of that communion at the public expense, and the pastor is in future to receive a fixed stipend of 80*l.* and a dwelling-house.

Railways.—Notwithstanding the granting of a concession to a French gentleman of this town, as mentioned in my last Report, for the line of railway projected between Furnes and Dunkirk, nothing has as yet been attempted, and a negotiation commenced with an English company for the sale of this concession has, I fear, failed for the present. A line is also much desired between Dunkirk and Calais; but the bad success that has hitherto attended the first project does not encourage much hope for a new one.

Agriculture.—The harvest of 1863 proved the most abundant that has been known since 1820. Wheat, both of foreign and native seed, was very productive; barley and oats were also a superior crop; beans may also be included; flax abundant, and of first-rate quality; mangel wurzel alone inferior. There is no doubt that agriculture in this district is making rapid progress in cultivation and draining; the latter is of paramount importance to ensure good crops here; about 13,000 acres have been thoroughly drained in this Department; the value of the land is estimated at 20,000,000 francs. M. Vandercolme, the corresponding member of the Society of Agriculture, informs me that he has found means to drain effectually by the use of a simple pipe, the expense of which one season's good crop would repay. He thinks that the expensive method of tile draining will be totally abolished in a few years. The prospect for the harvest of 1864 is not cheering, in consequence of the prevalence of cold winds during spring, and long continued drought; every species of grain and farm produce is unusually backward; a late and scanty harvest is very much feared. A singular contrast is to be remarked with regard to fruit trees—no such promise of fruit is remembered. This is attributed to the absence of frost, and to the bright sunny weather which prevailed, notwithstanding the cold winds.

Improvements.—The town of Dunkirk contains about 32,000 inhabitants, and as it is surrounded by ramparts, much difficulty has been experienced in procuring sufficient accommodation for the population. The Basse Ville, in particular, is very unhealthy, owing to its crowded state, and the ditches inclosing it on all sides; the local authorities have prevailed upon the Government to level a part of the ramparts, and fill up these ditches, hitherto redolent of fever and ague, so that building may be freely carried on to the west of the town. At Lille, where the town has been enlarged by the removal of the old ramparts, great improvements have taken place in salubrity and convenience. It is to be hoped that Dunkirk will be equally fortunate in these respects.

Dunkirk, June 4, 1864.

HAVRE.

Report by Mr. Consul Featherstonhaugh on the Trade and Commerce of the Port of Havre for the Year 1863.

Shipping and Navigation.

The number of British vessels that arrived in this port in 1863 with cargoes, including 212 passenger steamers from London and Southampton, amounts to 1,111, against 1,026 in the year 1862. Of this number, 437 were laden with coal, against 400 similarly laden in 1862.

The excess of 85 vessels above the arrivals in 1862 has grown out of the numerous arrivals of British ships laden with cotton from India, many large ships laden with guano from the Pacific, and casual arrivals from South and North America, freighted with the produce formerly brought to this port by the trading vessels of the United States of America.

During the past year 576 British vessels arrived in the port of Rouen, against 551 in the year 1862; in the port of Dieppe, 581, against 705 in the year 1862; in the port of Caen, 391, against 354 in 1862; and in the port of Honfleur, 286, against 165 in 1862.

Of vessels bearing the French flag, 4,326 (including the coasting trade) arrived in the port in 1863, against 4,941 in the year 1862.

Of vessels bearing the flag of other nations, 254 arrived in 1863, against 316 in 1862.

Trade and Commerce.

The commercial relations of Havre with the United States, formerly so active and prosperous, have dwindled down almost to the vanishing point.

The cotton trade from the Southern ports has ceased. The favourable harvest of 1863 has rendered it unnecessary for France to import cereals at present from America; and the destruction by Southern armed vessels of the mercantile ships of the United States, has been so disastrous, that the Northern shipowners have generally withdrawn from the trade, and, in numerous instances, have ordered their ships in this port to be sold rather than pay a heavy premium of insurance, or run the risk of a return voyage.

In the year 1861, the number of American ships that entered this port was 417, many of them vessels of great burthen—from 2,000 to 3,500 tons. In 1862 this number fell to 71, and during the past year only 34 vessels arrived, bearing the flag of that nation.

This state of things could not prevail without seriously injuring all the classes connected with commercial undertakings. The numerous working-classes that depended for their subsistence upon the discharge and taking in of cargo, are obliged, to a great extent, to seek for other employment. The merchants curtail their operations largely without being able to form a correct judgment when the cessation of the civil contest in America will encourage them to bring their capitals again into play; and the shopkeepers are not the least sufferers, their retail trade being unremunerating, and insufficient to meet their rent and expenses.

The city of Havre has sustained a great loss in the death of M. Just Viel, the late mayor,—a gentleman of enlarged and patriotic views, who devoted his energetic mind to the improvement and embellishment of the city. The enlargement of the entrance of the port has been successfully completed; the new, handsome boulevards and spacious streets, upon which numerous stately mansions have already been erected, have made the new town of Havre one of the handsomest on the continent. The

population of the city continues to increase, notwithstanding the temporary paralysis of its commerce, so great is the confidence placed in its future prosperity, when peace will heal all its wounds.

Agriculture.

At this season of the year. all that can be said under this head is that the crops in the ground in this Department of Seine Inférieure, are reported as looking very promising. The winter has been mild, with occasional cold north-east winds; and gentle spring rains are all that is wanted to bring on everything favourably.

Havre, March 25, 1864.

NANTES.

Report by Mr. Consul Barrow on the Trade of Nantes, for the Year 1863.

The British shipping and navigation in this district has increased in importance during the past year, while the French shipping has been less numerous than usual.

The number of British ships arriving at the ports of this district amounts to 203, comprising about 35,000 tons; the greater portion of them have come from Great Britain.

There is nothing new to communicate concerning ports and harbours since last year. The lighthouses in progress of construction have been for the most part completed, and the lights now existing facilitate the navigation of the Loire.

Shipbuilding has been active during 1863. Three ships, nine barques, three brigs, seven schooners, six luggers, four iron screw steamers, two iron lighters, and one yacht, have been constructed, forming a total of about 15,000 tons. The three gunboats building for the French Imperial Government are not yet launched. The Italian frigate "Castelfidardo" was launched on the 1st August, and was shortly after taken to St. Nazaire to be completed, and to receive her engines, after having been raised in the water about three feet, by sinking a large barge on each side, under massive frames of timber-work fixed over the ship's quarters, the water being afterwards pumped out of the lighters to raise them. The frigate is still in St. Nazaire, in progress of completion.

Two large ships—constructing, as is generally supposed, for the Confederates—are progressing slowly. The shipwrights' yards are in full activity constructing merchant vessels, notwithstanding the political uncertainty of affairs in the country, and the manifest want of confidence. The quantities of coal lately imported have not been considerable, owing to the factories of this place having become less active of late. Five large English vessels have arrived at St. Nazaire this year with guano from Callao, and four with timber from Canada, one of which for the Transatlantic Company, and forty-seven from Spain. Three large United States' vessels have brought guano to the amount of about 46,000 tons. Five from Belgium have arrived with timber, two from Hamburgh with timber, two from Russia with flax, forty-three from Sweden and Norway with bar iron and timber for building, two steamers and four sailing vessels from Holland with cargoes of cheese, sourcrout, millstones, and timber. The vessels from Spain were loaded principally with iron ore and dried fruits.

Wheat and flour have been, as usual, the principal articles of export in vessels of various flags. A line of steamers to Belle Isle, L'Orient, and Brest, running four times a-month, has been established during the past year, and another line of Spanish steamers from St. Nazaire to the north of Spain. There are two bridges in construction over the Loire, near Nantes, for the railroad destined to unite this department with the Vendée, and two other bridges have been finished over the canal joining the River Erdre to the Loire.

The domestic trade is rather stagnant: the market price of goods continues rising; sugar in retail has risen from twelve to sixteen sous per pound. A large quantity has lately been imported from England, owing to the failure of the beetroot crops, and the diminution of the French stock. The difference in the amount of freights was also a consideration for the refiners; but at present, owing to the rise of sugar in the English market, the prices are nearly equalized.

The nature and yield of crops has been generally good. The few mines that exist continue working. The railways in the Vendée are advancing; a small portion from Angers to Sablé has been opened to traffic, as also from Angers to Lemans, thus enabling the journey from Nantes to Caen or to Paris to be accomplished without taking the line to Tours; and I may mention the generally prevailing opinion, that when the railway is completed to the extent intended, the riches of the Vendée will all be brought to Nantes for shipment, and thus considerably augment the commercial and maritime relations between England and this port, which are already considerable.

Nantes, December 31, 1863.

ST. MALO.

Report by Mr. Vice-Consul Monteith on the Trade of St. Malo for the Year 1863.

In making the commercial Report for 1863 it is to be observed that, under the head of shipping and navigation there is but little change on the year 1862.

Trade and Commerce.—A quantity of grain has been exported, owing to the abundant harvest. Other articles of export and import do not call for observation.

Agriculture.—The harvest both of cereals and roots, &c., has been most abundant.

Public Works.—The railroad from Rennes to St. Malo will be opened in May next. The floating basin progresses slowly, and will not be finished for some years. Many people think it will prove a failure.

St. Malo, March 1, 1864.

GREECE.

PATRAS.

Report by Mr. Consul Ongley on the Trade of Patras for the Year 1863.

THE amount of British shipping which has entered the port of Patras during the past five years has been as follows :—

Year.	Vessels.	Tons.	Imports.	Exports.
			£	£
1859	120	32,382	69,172	482,882
1860	153	43,709	61,060	494,807
1861	146	43,953	62,000	519,658
1862	168	52,756	66,805	480,505
1863	162	50,090	52,075	567,570

This shows a slight diminution in the number and tonnage of the ships entered this year, but there has been a considerable increase in the quantity of cargo shipped by them; for in 1862, 55 vessels of the burthen of 13,162 tons left in ballast; whereas this year only 31 vessels, measuring 7,490 tons, have cleared from this port without cargoes.

The unsettled state of Greece has not prevented an increase in the tra of the Morea. The exports have been—

	£
At Patras	277,757
Pyrgos	71,157
Vostizzia and Triphillia	155,000
Calamata	99,281
Nauplia	25,000
Total	£728,197

Against 693,594*l.* in 1862. In addition to this, produce of the value of 45,000*l.* was shipped from the Morea to other ports of Greece, whence a considerable portion of it was re-shipped to foreign parts. The quantity of currants produced during the year in each district was as follows :—

	Venetian lbs.
At Patras	14,847,547
Vostizzia	12,271,318
Corinth	10,004,824
Elia	27,960,945
Olympia	2,187,757
Calamata	6,733,689
Triphilia	9,483,900
Navarin	2,465,913
Argos	1,403,176
Total	84,893,156

Continental Greece produced 2,373,255 lbs., almost the whole of which was brought to Patras for shipment, so that the whole produce amounted to 89,732,324 lbs., which, at 2,128 Venetian lbs. per ton are equal to 42,177 tons, against 37,334 tons in 1862 : almost the whole of this large quantity was sent to England.

About 73,100 lbs. of cotton, valued at 5,700*l.* sterling, the produce principally of continental Greece, was exported from Patras, and was sold in England at 25¼*d.* per lb. It is expected that in 1864 a much larger quantity will be shipped, as the culture of this plant is being extended also in the Morea.

A cargo of wine, only a few months old, was exported to Marseilles. It is not known whether the experiment succeeded; if it did it will no doubt be renewed next year.

The imports during the year amounted to—

	£
At Patras	268,915
Pyrgos	14,754
Calamata	8,521
Total	£292,190

Against 277,575*l.* last year.

At Nauplia goods of the value of 13,000*l.* were imported direct from foreign countries. There would probably have been a much larger increase in imports, had not the merchants been unwilling to give orders, on account of the high price of cotton goods, and the disturbed state of the country.

The prices of the principal articles of import and export were as follows:—

IMPORTS.

	£ s. d.		£ s. d.	
Madapolams	1 8 0	to	1 10 0	per piece of 40 yds.
Prints, two and three colours	0 13 0		0 15 0	per piece of 28 yds.
Cotton Water Twist (No. 10-20) ..	1 0 0		1 2 0	per 10 lb. bundle
Grey Domestics	0 17 0		0 18 0	per piece of 28 yds.
Lead	1 13 0		..	per cwt.
Sugar	2 2 0		..	„
Coffee	4 6 0		..	„
Pepper	2 16 0		..	„
Alum	0 11 8		..	„
Sulphur	0 8 0	to	0 8 6	„
Iron Bars	0 12 0		..	„
„ Swedish	0 16 0		..	„
Iron Hoops	0 11 6		..	„
Tin Bars	7 10 0		..	„
Tin Plates	1 11 0		..	per box
Dry Hides	6 10 0		..	per cwt.
Codfish	1 4 0		..	„
Red Herrings	1 10 0		..	per barrel
Coals	2 0 0		..	per ton

EXPORTS.

	£ s. d.		£ s. d.	
Currants	0 15 0	to	1 0 0	per cwt.
Figs	0 12 0		..	„
Valonea	7 10 0		9 10 0	per ton
Tobacco	2 0 0		2 5 0	per cwt.
Fustic	5 0 0		..	per ton
Cotton	0 1 6		..	per lb.

The operations of the Greek Bank during the year left a satisfactory result. The following is the dividend each year since its establishment, in addition to which there is a reserved fund of 2,930,424 drachmas, or 104,656*l.* on the 8,000 shares which form the capital of the bank.

DIVIDENDS.

	Dr. lepti.	
1842	73 96	per share
1843	80 60	„
1844	82 00	„
1845	86 50	„
1846	91 00	„
1847	97 80	„
1848	73 75	„
1849	83 50	„

	Dr. lepti.	
1850	85 00	per share.
1851	85 00	„
1852	85 00	„
1853	82 75	„
1854	77 50	„
1855	74 50	„
1856	83 50	„
1857	95 50	„
1858	94 00	„
1859	94 00	„
1860	109 00	„
1861	112 00	„
1862	116 50	„
1863	116 50	„

The monthly rates of exchange for bills of three months date have been as follows :—

	Dr. lepti.	
January	28 51	per £ sterling.
February	28 23	„
March	27 96	„
April	27 96	„
May	27 96	„
June	28 09	„
July	27 96	„
August	57 56	„
September	27 42	„
October	27 69	„
November	27 96	„
December	27 96	„

The weights, measures, and moneys are—

100 Leptas	=	1 Drachma
28.12 Drachmas		1 £ sterling.
400 Drams		1 Oke.
1 Oke		$2\frac{3}{4}$ lbs.

Agriculture.—The grain crops have been pretty good. The Morea does not produce sufficient for its own consumption. The average prices of grain per imperial quarter, free on board, for the year have been—

	s.
Wheat	60
Barley	28
Oats	30
Maize	36

There has been a considerable increase in the quantity of tobacco raised in the neighbourhood of Nauplia ; 4,535 cwt. were shipped from that port to England in 1862 and 1863.

The rearing of silkworms was not a favourable operation this year, and in the uncertainty as to the progress of the disease, which has attacked the worms for some seasons past, the peasantry are not disposed to make new plantations of mulberry trees.

The olive crop is gradually increasing, but olive trees grow very slowly, and it will require many years before Greece can raise sufficient oil for its own consumption.

Population—There is nothing to remark under this head.

Public Works.—Nothing has been done in this department except some improvement in the port of Poros.

When the union of the Ionian Islands to Greece has taken place probably a larger number of labourers may come over and cultivate some of the waste lands of the Morea ; but the Government must give them encouragement, and facilitate the taking of produce to market, by making roads from the interior to the principal ports and places of consumption.

Patras, 18th April, 1864.

GUATEMALA.

Report by Mr. Consul Hall on the Trade of Guatemala during the Year 1862.

I AM unable to announce any important improvement in the trade of Guatemala since my last report in the year 1861. The following are the amounts of exports and imports in those ports during the year 1862, viz.:—

	£
Imports at the Port of San Jose at Guatemala ..	190,269
Ditto ditto Izabal	28,645
	£218,914
Exports at the Port of San Jose de Guatemala ..	248,353
Ditto ditto Izabal	68,978
	£317,331

Showing a trifling increase in the amount of the importations as compared with the year 1861, and also an increase of 64,417*l.* on the exportations as compared with 1861. By a comparison between the Returns of the exports in the years 1862 and 1861, the following increase in the amounts exported of certain articles during the last year over the preceding one, is noticeable, viz.:—

	1862.	1861.
	Tons.	Tons.
Cochineal	740	593
Coffee	575	227
Hides	47,064	25,563

The excess in the quantity of cochineal in 1862 as compared with 1861, is accounted for by the disasters attending the crops from unseasonable rains in the latter year.

The quantity of coffee has more than doubled itself in the year 1862, and as its cultivation is extending itself very generally, it thriving in this climate and soil, an annual increase of the amount exported may be looked for, and it will doubtless form the principal article of exportation from this republic, as it now actually does in the republic of Costa Rica.

A quantity of 246 bales of cotton has been exported from the neighbouring department of Suchitepequez during the last year; but this does not lead me to anticipate that cotton can be successfully cultivated and prepared for market in this country, for the following reasons:—

The bulkiness of the article, in a country not possessing roads, or easy means of transport, would render its conveyance to the coast excessively expensive; added to which, hands for preparing cotton for market are not in sufficient number, nor have the labourers here the habits of constant toil and industry to lead one to expect they will be enabled to prepare much cotton for a market, so as to make it an object of importance for exportation. I will now, however, abstain from making further remarks on cotton, having in my last quinquennial report, dated November 22, 1861, given all the reasons I have for thinking that cotton is not likely to become an important article of trade here.

The trade of this country continues to be carried on chiefly in

American bottoms, the greater part of the importations being transmitted across the Isthmus of Panama, and from thence in steamers to the ports of Central America on the Pacific, and the same route is also used in a considerable degree for the conveyance of articles exported from hence.

The cochineal crop of the present year is likely to be got in without any disasters attending it, the rainy season having commenced at an advanced period this year.

In my despatch dated May 10, 1862, I reported that a house at Lyons had sent an agent to this republic, with the object of promoting the cultivation of the mulberry tree, and propagating the silkworm, but I have not since heard that these projects are likely to be carried into effect. Another project is now on the carpet by a Company to form the communication between the River Motagua, which disembogues in the Atlantic Ocean, and the Port of Santo Tomas in the Bay of Honduras. The Guatemalan Government has made concessions to effect the above, and for the cultivation of cotton, and to improve that of fibrous plants which are said to abound in that part of the country. It will become necessary to introduce water communication, so as to save the great expense occasioned by that by land. The general agent of the Company is a M. Marié, the engineer-in-chief is a M. Brame, both of whom arrived in Belize the 7th inst., with two small steamers and sundry objects necessary for the undertaking, as also engineers and mechanics. It is said that they have one and a-half million of dollars, but I conclude this to be an exaggeration.

For the aforesaid communication between the River Motagua and Santo Tomas, it is proposed to form a canal from the place called "El Platanar" to the Port, and so make the communication between the River Motagua and Santo Tomas. Should this undertaking succeed, it would have a tendency to revive the drooping agriculture of that part of the republic, and turn the tide of commerce somewhat from the monopoly now possessed by the American steamers on the Pacific. The scheme, however, does not seem to proceed with that activity that might be expected in an undertaking of such importance.

Guatemala, May 11, 1863.

HANOVER.

GEESTEMUNDE.

Report by Mr. Vice-Consul Schwoon on the Trade at Bremerhaven and Geestemünde for the Year 1863.

The trade at Bremerhaven and Geestemünde continues generally improving, but does not show such a steady increase during the last, as has been the case in former years, and is suffering under the influence of the war in North America.

The new dock at Bremerhaven has been enlarged during this year; a large crane has been erected principally for the use of large steam-vessels. The works at the docks at Bremerhaven and Geestemünde are now completed. Vessels of large tonnage, and up to a draft of 22 feet, may enter with safety, even in the midst of winter, as stated in last Report, and if required, with the assistance of powerful tow-boats, which are always ready for service at moderate charges.

In consequence of the new dock regulations and tariff for the dock dues at Geestemünde, the Government of Bremen has been compelled to reduce the dock dues at Bremerhaven, which are now considered to be very low. I have already sent copy and translation of the same.

Besides the four in use, a new extensive dry-dock has been opened this year, and the shipbuilding is considerable.

There have been built on the Weser for Bremen 37 vessels of the burden of 11,216 lasts, at 4,000 lbs., and 24 vessels of 9,342 lasts were bought; 31 were lost and sold; and the number of Bremen vessels on the 1st of January, 1864, amounted to 307, of the burden of 104,881 lasts, of which 10 were iron screw steamers, 71 ships, 143 barques, 15 schooner barques, 34 brigs, and 34 schooner galliots.

The number of Oldenburg vessels on the Weser amounts to 183, of the burden of 24,518 lasts; and those of Hanover to 65, of the burden of 12,897 lasts.

The chief import articles, and quantities imported during the last year, ending on the 31st December, 1863, may be computed as follows:—Cotton and cotton ware, about 85,000 lbs., chiefly British, partly direct from Hamburg; fine and common salt, 250 tons, direct from England and Spain; coals and cinders, 20,000 tons, direct from England and interior of Germany; bar and hoop iron, iron ware of of all descriptions, and machinery, about 600 tons, chiefly British, each quantity not ascertainable; coffee, about 150,000 lbs., from Bremen, Holland, and Hamburg; sugar and molasses, 150,000 lbs., from Bremen and Belgium; rice, about 250,000 lbs., from the East Indies, England, and Bremen; wine and spirits, about 10,000 gallons from Bremen and Holland; deals and planks, considerable quantities from Norway, the Baltic, and Canada, but particulars not ascertainable.

The export articles have hitherto been very small. Only a small quantity of corn and some cattle has been shipped to England, particulars not ascertainable.

The docks at Bremerhaven and Geestemünde were visited this year by 1,101 vessels, 80 of which were British, of the measurement of 21,400 tons.

The Greenland fishery, in which four vessels were employed, has not been successful, and this trade will not be extended.

Bremerhaven, Geestemünde, January, 1864.

HANS TOWNS.

BREMERHAVEN.

[See p. 87.]

HAMBURG.

Report by Mr. Consul-General Ward on the Trade of Hamburg for the Year 1862.

The year 1862 produced, upon the whole, satisfactory results to the commerce of Germany. A good harvest reduced somewhat the prices of the necessary articles of consumption throughout the country, and promoted exportation. The prospects of mining have improved. The freights of goods conveyed by the railways have been lowered in respect of coals, metals, corn, and other heavy articles. Several new lines of railway were opened to traffic, and others begun. The proposal of a canal from the Rhine to the Weser, and from thence to the Elbe, has been favourably received by the public, and will, when accomplished, greatly facilitate the vent and transport of the produce of the rich coal fields through which the canal is intended to pass.

The civil war in America unfortunately continues a disturbing cause to the commercial prosperity of Germany, and the ports of Hamburg and Bremen have of course felt its effects during the last two years. On the other hand, many of the Hamburg merchants have realised large profits by carrying on an indirect trade with the United States through Mexico; and the port of Matamoras has acquired a great and sudden importance as a point of attraction to the German as well as to the British adventurer. The direct exportations from Germany to New York, and other ports in the United States, of arms, ammunition, cloth, and blankets, for troops, and other manufactures, had also much increased in 1862, as compared with the previous year; against which Germany received from the American ports large supplies of lard, tobacco, salt pork, butter, and other provisions; so that the commercial intercourse between Hamburg and the United States has in fact been anything but stagnant for many months past.

The year 1862 cannot be regarded otherwise than as a favourable one for the general commerce of Hamburg. The number of ships which entered the port, although actually less than in 1861, exceeded the average of the five years 1857 to 1861 inclusive. The quantity of goods imported, although rather less than in 1861, considerably exceeded the average quantity of goods imported annually in the five years 1857 to 1861. Emigration was more active than it had been for several years past. As regards the British proportion of the shipping and trade of the port, it will be observed with satisfaction that it has continued to maintain itself well. One half of the entire tonnage of shipping is in British hands; whilst the imports of British goods within the last year have exceeded both in quantity and in value the average British imports in each of the five years preceding.

There have been no symptoms of over-trading or extravagant speculation in Hamburg during the year under review. Money was plentiful, and the current rates of interest and discount generally low. The business transacted is considered to have been mainly for the supply of actual demands, and to have had a sound and healthy character.

The statistical details requisite to this report have been taken chiefly from the official Tables ;* and the information contained in it will be found classified under the following heads, viz. :—

I. Shipping and Navigation.
II. Trade and Commerce.
III. Agriculture.
IV. Population and Industry.
V. Public Works.
VI. General Remarks.

I. Shipping and Navigation.

The number of sea-going ships which arrived in the port of Hamburg from all parts of the world in the year 1862 was 5,083, and their total burthen 433,274 commercial lasts.† In the five previous years the number of arrivals was :—

Year.	Ships Arrived.	Burthen in Commercial Lasts.
1857..	5,067	416,833
1858..	4,364	368,220
1859..	4,554	377,023
1860..	5,029	420,513
1861..	5,219	441,075
Average of the 5 years ..	4,846	404,733

The number of sea-going ships which sailed from the port in the year 1862 was 5,054, and their total burthen 429,376 commercial lasts. In the five previous years the number of departures was :—

Year.	Ships Sailed.	Burthen in Commercial Lasts.
1857..	5,033	410,614
1858..	4,377	369,512
1859..	4,594	380,910
1860..	5,045	423,487
1861..	5,184	437,167
Average of the 5 years ..	4,846	404,318

Of the sea-going ships which arrived and sailed respectively in the year 1862, further particulars will be found in the subjoined Tables :—

* "Hamburg's Handel and Schiffahrt, 1862," published by authority of the Hamburg Board of Commerce.

† A commercial last of 6,000 lbs. = 3 tons burthen English. The old last of 4,000 lbs. = 2 tons burthen English.

Ships Inwards.

From Whence.	Number Laden.	Number in Ballast.	Total.
China, East Indies, and Islands in Pacific	46	..	46
Africa	12	..	12
West Coast of America, Argentine, Brazil, Venezuela, & New Granada	189	..	189
West Indies	161	..	161
East Coast of Mexico, United States, British North America, and Greenland	70	..	70
Great Britain, not colliers	1,004	47	1,051
Ditto, colliers	1,262	..	1,262
Other Countries of Europe and Mediterranean	1,679	613	2,292
Total	4,423	660	5,083
Burthen in Commercial Lasts ..	394,068	39,206	433,274
Number of Men composing Crews ..	46,578	4,667	51,245

The number of these ships, according to their nationality, was thus distributed :—

Nationality of Flag.	Ships Laden.	Ships in Ballast.	Total.
Great Britain	1,765	52	1,817
Hanover	819	204	1,023
Hamburg	649	146	795
Denmark	387	97	484
Netherlands	343	87	430
France	94	1	95
United States of America ..	10	1	11
Other States	356	72	428
Total	4,423	660	5,083

The burthen of the ships inwards in commercial lasts was :—

Nationality of Flag.	Ships Laden.	Ships in Ballast.	Total Burthen.
Great Britain	213,729	4,340	218,069
Hanover	15,902	4,025	19,927
Hamburg	89,392	18,146	107,538
Denmark	12,104	4,416	16,520
Netherlands	18,238	2,302	20,540
United States of America ..	2,817	140	2,957
France	10,718	98	10,846
Other States	31,168	5,739	36,907
Total Lasts ..	394,068	39,206	433,274

The number of men composing the crews of the same ships was :—

Nationality of Flag.	Ships Laden.	Ships in Ballast.	Total Men.
Great Britain	24,180	608	24,788
Hanover	2,452	613	3,065
Hamburg	10,315	1,968	12,283
Denmark	1,725	559	2,284
Netherlands	2,365	285	2,650
France	1,423	12	1,435
United States of America ..	154	10	164
Other States	3,964	612	4,576
Total Men ..	46,578	4,667	51,245

Ships Outwards.

To what Countries.	Number Laden.	Number in Ballast.	Total.
Australia, Islands in Pacific, China, and East Indies	67	1	68
Africa	19	1	20
West Indies	93	8	101
North and South America	320	14	334
Great Britain	943	1,373	2,316
Other European Countries	1,465	750	2,215
Total	2,907	2,147	5,054
Burthen in Commercial Lasts ..	272,535	156,841	429,376
Number of Men composing Crews ..	34,979	15,791	50,770

The number of these ships, according to their nationality, was thus distributed :—

Nationality of Flag.	Ships Laden.	Ships in Ballast.	Total.
Great Britain	775	1,043	1,818
Hanover	620	391	1,011
Hamburg	514	276	790
Denmark	277	216	493
Netherlands	341	78	419
France	70	26	96
United States of America ..	3	6	9
Other States	307	111	418
Total	2,907	2,147	5,054

The burthen of the ships outwards in commercial lasts was :—

Nationality of Flag,	Ships Laden.	Ships in Ballast.	Total.
Great Britain	121,709	95,774	217,483
Hanover	12,378	7,101	19,479
Hamburg	73,351	32,481	105,832
Denmark	11,560	5,270	16,830
Netherlands	17,570	2,113	19,683
France	9,709	1,351	11,060
United States of America ..	1,176	1,698	2,874
Other States	25,082	11,053	36,135
Total Lasts ..	272,535	156,841	429,376

The number of men composing the crews of the ships outwards was:—

Nationality of Flag.	Ships Laden.	Ships in Ballast.	Total Men.
Great Britain	24,180	608	24,788
Hanover	2,452	613	3,065
Hamburg	10,315	1,968	12,283
Denmark	1,725	559	2,284
Netherlands	2,365	285	2,650
France	1,423	12	1,435
United States of America ..	154	10	164
Other States	3,964	612	4,576
Total Men	46,578	4,667	51,245

The number, tonnage, and crews of the sea-going steamers, as distinguished from sailing vessels, which frequented Hamburg in the year 1862, were as follow:—

Steamers Inwards.

	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,229	202,900	27,149
Of which were British ..	701	118,488	15,788

Steamers Outwards.

	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,231	203,198	27,127
Of which were British ..	706	119,587	15,897

The proportion of the general trade of Hamburg, which is carried on

under the British flag, appears to have fully maintained itself during the past year. The number and burthen of the British ships arrived at and sailed from Hamburg in each of the five years 1858 to 1862 inclusive, were as follow :—

British Ships Inwards.

Year.	Ships Arrived.	Burthen in Commercial Lasts.
1858	1,698	189,479
1859	1,639	182,006
1860	1,799	210,311
1861	1,929	224,655
1862	1,817	218,069

British Ships Outwards.

Year.	Ships Sailed.	Burthen in Commercial Lasts.
1858	1,699	189,768
1859	1,641	182,496
1860	1,800	210,427
1861	1,919	222,643
1862	1,818	217,483

In fact, the British flag has long participated much more largely than any other in the shipping and navigation of this great commercial mart. The average of the five years 1858 to 1862 inclusive, was—ships arrived, average of the whole, 4,849; ditto of British ships, 1,776; their burthen in commercial lasts, average of the whole, 408,021; ditto of British ships, 204,904. The number of the ships' crews was upon an average of the four years 1859 to 1862, total men, 49,560; men in British ships, 23,605.

The number of sea-going ships belonging to the port of Hamburg amounted, at the close of the year 1862, to 506, and their total burthen to 69,374 commercial lasts; comprising 417 square-rigged ships, barques, and brigs, 69 schooners, sloops, galliots, &c., and 20 steamers. In the same year the number of sea-going ships registered at Altona was 48, and their burthen 7,875 old lasts, equal to 5,250 commercial lasts.

A complete view of the sea-going ships frequenting the Elbe can only be obtained by adding to the number of ships arrived at Hambnrg those which came to the neighbouring ports of Altona and Harburg. The sea-going ships in the year 1862 will then, as a whole, stand as follows :—

Ports.	Number of Ships.	Burthen in Old Lasts.*
Hamburg	5,083	649,911
Altona	1,517	78,624
Harburg	942	62,448
Total	7,542	790,983
Burthen in tons, English measure ..		1,581,966

* Viz., of 4,000 lbs. per last.

This statement is, of course, exclusive of the river boats arriving from the Upper Elbe on coasting voyages.

The traffic by river navigation on the Elbe above Hamburg appears to have increased during the past year. The number of river boats and timber floats which arrived at Hamburg and Altona from the Upper Elbe in 1861 was 4,494, their crews 14,614 men, and the weight of the goods carried by them (including the timber) 7,459,805 centners. The number of such river boats and floats which ascended the Elbe from Hamburg and Altona in the same year was 4,480, their crews 16,472 men, and the weight of their cargoes 7,194,675 centners. It is well known that the traffic between the different ports on the Elbe is regarded as a coasting trade, and is confined to the vessels of the river-bordering states by the terms of the Elbe navigation acts.

The new regulations lately agreed upon between Great Britain and France, for preventing collisions of ships at sea, having been adopted by the government of Hamburg, were officially published here on the 1st of May last, and became binding upon Hamburg ships from and after the 1st of June. The same regulations have also been adopted by the governments of Lübeck and Bremen, and are therefore now obligatory upon Hanseatic ships without any exception.

The tidal depth of water in the port of Hamburg during the year, above or below the normal depth of the Elbe itself (viz., 14¼ feet), is thus indicated in Hamburg feet and inches :—*

	Flood.		Ebb.	
	Ft.	In.	Ft.	In.
Highest Tide	+15	5	+ 7	9·50
Lowest „	+ 1	6·75	− 4	1·50
Average „	+ 7	6·89	+ 1	3·89

The winter of 1862–3 was a remarkably mild and open one, and the navigation of the Elbe was stopped by ice during fourteen days only of the year 1862. Upon an average of the twenty-five years 1816 to 1840, the Elbe was blocked up by ice for fifty-two days annually; and upon an average of the twenty years 1841 to 1860, for thirty-eight days annually.

The amount of tonnage duties levied by the government of Hamburg upon sea-going ships entering its port in the year 1862 was 139,929 marks courant, of which 49,676 marks were paid by sailing vessels, and 90,253 marks by steamers. The proportion of these tonnage duties paid by ships under the British flag was 62,080 marks courant. The number of ships of all nations which paid tonnage duties was 3,788; burthen, 316,581 commercial lasts; and that of the ships exempted from tonnage duties, 1,295; burthen, 116,693 commercial lasts. The normal rate of tonnage duty is 8 schillinge courant per commercial last; but there is an exceptional rate of 4 schillinge per last, and a certain class of vessels is altogether exempt from this duty. The exemptions have been recently extended by the ordinance of the senate, dated December 29th, 1862, which will be hereinafter noticed. The Hamburg tonnage duty is exclusive of the pilotage duties levied on shipping in the Elbe, which amount to some 200,000 marks courant per annum.

The business of marine assurance at Hamburg has rather fallen off during the last year, as compared with the two years preceding it. The value of the property assured against sea risks in 1862 was:—

* *Plus* is indicated by +, *minus* by −.

	Marks Banco.
By Assurance Companies	464,215,900
By private Assurers	134,322,200
Total	598,538,100

The amount of the premiums paid to the companies (twenty-one in number) for the assurance of the 464,215,900 marks banco, was 6,366,300 marks banco, being at the average rate of 1·37 per cent. In the year 1860 these assurance companies are stated to have sustained a loss of 82,500 marks banco; and in the year 1861, of about 30,000 marks banco. In the case of the private assurers, their profit or loss respectively cannot be in general ascertained.

The emigration from Hamburg to transatlantic countries has increased in 1862, as compared with the previous four years. It comprised 20,077 persons, of whom 18,560 were forwarded directly from Hamburg in 84 ships, and 1,517 were sent *vid* England, and by other indirect ways. The emigrants came chiefly from the north of Germany. The number of them destined for the United States of America was 14,287; for British North America, 2,019; for Brazil, 995; and the remainder for Australia and other emigration fields. The emigration office established here by the government of Hamburg continues its useful exertions in aid of the emigrants, and in protecting them against impositions.

The report of the directors of the Hamburg-American steam packet company for 1862, shows the affairs of that company to continue in a prosperous state. A sixth first-class steamer, the *Germania*, of 2,800 tons burthen, has lately been built for the company at Greenock, and has commenced running between Hamburg and New York; so that there will now be six large steamers regularly employed between those ports, whilst the number of sailing packets will be reduced to four. These steamers have hitherto used on their outward voyages a mixture of Cardiff and of Westphalian coals; but the comparative cheapness of the latter, which are brought to Harburg by railway, and from thence by lighter to Hamburg, seems likely to drive the Welsh coals entirely out of use. The company has thriven so well, in spite of the civil war in America, that it contemplates, whenever that war shall be ended, the establishment of a regular line of steam packets to a port in the Southern States. The dividend paid to the shareholders for the year 1862, was 100 marks banco per share, or 10 per cent. upon the original capital stock of 1,925,000 marks banco.

The works so long in progress for extending the harbour accommodation in the port of Hamburgh advance very slowly; nor has much been done within the year for the much desired object of extending the capacity of the harbour of Cuxhaven. The sums of money expended upon that harbour in 1862 for diggings, the stone breakwater, and buoys, did not exceed in the whole 273,694 marks currency, or about 16,340*l*. A new lifeboat station has lately been established at Cuxhaven by a Hamburg company. The total amount of the sums disbursed by the government of Hamburg in the course of the year upon the conservancy of the Elbe, viz., for the dredging of the river and maintaining its banks, for lights, beacons, buoys, pilot vessels, and pilots, and for miscellaneous services connected therewith, exceeded 900,000 marks courant. No new lighthouses or beacons have been erected within the year.

The new seamen's home at Hamburg was opened under the sanction of the public authorities in January last. It is a spacious building on an eminence near the port, and able to accommodate 250 persons. This establishment, which includes a hospital, is open to seamen of all nations

upon payment by them of a moderate contribution for their board, lodging, and medical treatment.

II. Trade and Commerce.

The quantity of goods of every description imported into Hamburg from all parts of the world in the year 1862, together with their declared value, and the amount of Customs' duties levied at the rate of ½ per cent. *ad valorem* on such of the goods as were liable to duties, will appear by the following Table :—

Imports.	Weight.	Value.	Duties.
	Centners.	Marks Banco.	Marks Banco.
By Sea	20,999,450	331,832,930	531,917
By land or river	17,228,629	309,009,030	323,772
Total	38,222,079	640,841,960	855,689

These imports were in quantity rather less than the imports in the year 1861, which were 38,939,631 centners ; but they exceeded the average annual imports of the five years 1857 to 1861, viz., 35,883,652 centners. They also exceeded in value not only the average of those five years, viz., 596,964,932 marks banco, but the value of the imports in the year 1861, viz., 612,682,000 marks banco.

The subjoined Table, abridged from the official returns, shows generally from what countries the goods were imported :—

Imports.	Weight.	Value.
	Centners.	Marks Banco.
From Transatlantic and Non-European Countries..	2,814,726	64,511,780
From Great Britain and Ireland	12,480,439	168,454,000
From other European Countries and the Levant, by Sea	2,210,232	92,511,660
From Altona	3,488,053	56,355,490
By Land Carriage, and by the River Elbe	17,228,629	309,009,030
Total	38,222,079	640,841,960

Classifying and valuing the imports, according to the general description of the goods, the following results are obtained :—

Imports.	Articles of Consumption, viz., Colonial Produce, &c.	Raw Materials, and Articles partly Manufactured.	Manufactures.	Artistic and Industrial Productions, viz., Books, Pictures, Porcelain, &c.	Bullion.	Total.
	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.
From Transatlantic and Non-European Countries ..	44,077,570	18,499,480	60,660	1,400,010	474,060	64,511,780
From Great Britain and Ireland	8,767,800	103,079,300	40,861,300	12,895,670	2,849,930	168,454,000
From other European Countries and the Levant, by Sea	20,157,540	15,327,250	2,376,450	4,527,080	123,340	42,511,660
From Altona	27,779,870	14,177,210	3,531,470	3,056,720	7,810,220	56,355,490
By Land Carriage, and by the River Elbe	53,512,090	56,510,150	63,858,300	42,300,830	92,827,660	309,009,030
Total	154,294,870	207,593,390	110,688,180	64,180,310	104,085,210	640,841,960

A more particular classification of the imports, distinguishing their weight and value, will be found in the next Table :—

Imports.	Weight.	Value.
	Centners.	Marks Banco.
Colonial Produce, viz.: Coffee, Tea, Sugar, Tobacco, Rice, Spices, &c. ..	2,415,325	75,988,240
Southern Fruits	692,891	7,314,380
Wine and Spirits..	677,942	12,618,250
Corn, Grain, and Pulse	3,134,899	20,649,790
Hops, Potatoes, Carraway, &c.	794,803	4,615,310
Flour and Bread-Stuffs	433,252	3,429,430
Fish	131,027	1,381,880
Meat	722,968	15,461,960
Butter, Cheese, and Lard	283,022	12,705,590
Salt	107,225	130,040
Dye-Stuffs..	489,645	9,226,050
Drugs and Chemical Products	488,796	11,055,360
Metals and Ores	1,554,991	14,803,400
Stone, Earth, Coals, &c.	18,555,811	9,569,030
Hides, Skins, and Leather	339,525	22,647,870
Horns, Bones, and Animal Matter ..	905,900	13,753,500
Hair, Feathers, and Down	35,921	3,076,400
Train Oil, Tallow, Tar, Pitch, &c. ..	250,217	4,571,290
Oils and Oil Sediment	257,860	7,633,530
Oil Seeds and Cakes	452,324	6,489,920
Wood for Building and Fuel	2,821,367	6,462,700
Canes, Reeds, &c..	175,451	1,482,180
Wool, Cotton Wool, and Spinning Materials	533,402	41,188,370
Yarns, Cotton, Woollen, Linen, &c. ..	364,553	55,633,790
Manufactures of Cotton, Woollen, Linen, &c.	427,683	110,688,180
Leather, India-rubber Wares, &c. ..	25,161	4,420,270
Wood Wares	91,096	4,261,740
Printed Books, Pictures, &c.	16,366	3,169,320
Paper and Pasteboard	88,746	3,109,540
Glass, Porcelain, and Pottery	261,792	6,655,180
Iron Wares	219,898	5,918,860
Other metallic Wares	24,675	3,787,100
Miscellaneous Products of Industry ..	407,984	31,264,770
Candles, Soap, and Perfumery	26,814	1,593,530
Bullion and Precious Metals	12,747	104,085,210
Total	38,222,079	640,841,960

The following account gives the particulars of the corn, grain, and pulse brought to Hamburg in the year 1862, chiefly from the interior of Germany, either by the Elbe or by railway, in transit for exportation :—

CORN AND GRAIN.

	Quantity.	Value.	Price Per Last or Centner.
		Marks Banco.	Dollars Courant.
Wheat .. Lasts	30,172	12,306,570	173
Rye .. .. „	9,838	2,784,560	120
Barley .. „	11,420	2,733,690	121
Oats .. .. „	9,171	1,461,650	68
Buckwheat .. „	1,221	283,870	98
Maize.. Centners	18,165	144,510	7
Total	..	19,714,850	

PULSE.

	Quantity.	Value.	Price Per Last or Centner.
		Marks Banco.	Dollars Courant.
Vetches .. Lasts	310	88,060	120
Beans, horse.. „	496	145,370	124
„ white Centners	22,047	179,890	10
Peas, yellow .. Lasts	1,009	331,120	139
Lentils Centners	16,697	148,310	11
Lupins .. „	3,718	18,930	6
Total	..	911,680	

SUMMARY OF VALUE.

Corn and Grain	19,714,850	Marks Banco.
Pulse	911,680	„ „
Total	20,626,530	„ „

These figures show the transactions in corn at Hamburg to have been nearly one-third less in 1862 than in the previous year; but it should be observed that the corn business done in 1861 was extraordinarily large, and that the average annual value of the corn, grain, and pulse brought to Hamburg in the five years 1857 to 1861 inclusive, was 21,589,808 marks banco, so that the transactions in 1862 did not really fall much short of those of an ordinary year.

To particularize separately all the goods imported into Hamburg within the year from the various countries of the world would swell this Report to an inconvenient length. The subjoined details are, therefore, confined to the imports in the course of the year from Great Britain, the total weight and value of which respectively have been already stated at 12,480,439 centners, and 168,454,000 marks banco, viz. :—

IMPORTS INTO HAMBURG FROM GREAT BRITAIN AND IRELAND IN 1862.

Articles.		Weight.	Value.
			Marks Banco.
Cotton Yarn and Twist ..	Centners.	146,017	18,260,190
Woollen and Mixed Woollen Yarn	„	125,362	24,985,210
Cotton Wool	„	203,851	15,414,310
Furs and Peltry		..	4,674,770
Linen Yarn and Thread ..	Centners.	57,795	5,469,040
Coals and Cinders	Lasts.	229,500	4,949,660
Indigo	Centners.	5,060	2,738,110
Silk	„	2,868	2,475,540
Sheep's Wool	„	20,744	1,769,100
Leather		..	1,709,010
Kip and Cow Hides ..	Centners.	47,585	1,963,090
Dry American Hides ..	„	27,540	1,193,920
Pig and Smelting Iron ..	„	578,936	1,207,520
Linseed Oil	„	45,329	1,193,340
Forged Iron	„	191,993	1,093,150
Tea	„	18,308	1,979,250
Raw Sugar	„	64,975	838,040
Cotton Manufactures		..	12,684,560
Woollen and Mixed Woollen Manufactures		..	12,988,790
Various Manufactured Stuffs		..	5,990,720
Linen and Linen Manufactures		..	5,269,710
Silk and Mixed Silk Manufactures ..		..	3,764,060
Machinery and Parts of Machinery ..		..	4,244,400
Fine Iron Manufactures		..	1,500,170
Hard and Small Wares		..	766,620
Earthenware and Pottery		..	469,630
Coarse Iron Manufactures		28,025	310,640
Bullion and Coin		..	2,849,930

The British trade with Hamburg has, in the year 1862, as compared with the average of the previous five years, slightly increased as regards the quantity of goods imported, whilst, in consequence of the rise of prices of many articles, the declared value of the goods imported has increased much more considerably. This will appear by the subjoined statement of the weight and value of the British goods imported into Hamburg in the years referred to :—

Years.	Weight.	Value.
	Centners.	Marks Banco.
1857..	12,234,836	170,296,050
1858..	12,552,625	135,717,880
1859..	11,914,893	144,144,800
1860..	12,588,276	164,402,060
1861..	12,949,051	157,547,020
Total	62,239,681	772,107,810
Average of the 5 years ..	12,447,936	154,421,562
Year 1862	12,480,439	168,454,000

The exports from Hamburg can no longer be ascertained, insomuch as no official accounts of them have been kept since the year 1856, when the export duty was abolished. There is, however, every reason to believe that the exports have kept pace with the imports at the usual rate.

The average market prices of the leading articles of trade at Hamburg in the year 1862 are given in the subjoined statement. By comparing them with the prices for the years 1855 to 1860, and with those for the year 1861, as specified in my former Reports, the fluctuations of price which have taken place in the course of the last eight years will be at once seen.

A statement of average market prices at Hamburg in the year 1862, calculated in Prussian dollars and decimal fractions thereof per centner nett, according to the declared value on importation published officially in the Exchange lists :—

Articles.	Price.	Articles.	Price.
	$		$
Acid, Nitric	8·25	Cotton Wool	39·44
„ Muriatic	1·02	„ Manufactures	112·08
„ Sulphuric	2·55	Eider Down	593·56
Alum	2·61	Figs	6·64
Anchovies	6·61	Fish, dried	8·70
Arrac	8·05	Flax	23·71
Arrow-root	14·34	Flour, Potatoe	5·51
Balsam, Indian	57·69	„ Rye	3·82
„ Peruvian	186·58	„ Wheat	5·26
Bed Feathers	29·18	Galls	23·58
Beans, horse	2·71	Gin	8·40
„ white	4·08	Guano	4·29
Bristles	77·77	Gum Arabic	13·48
Brandy, French	20·93	„ Senegal	14·48
„ Cognac	26·62	Gutta Percha	47·42
„ Corn	5·50	Glue	15·86
Beet-Root	3·13	Gunpowder	23·62
Buckwheat	2·47	Hair, Cow	3·76
Butter	28·96	„ Horse	56·37
Barley	2·72	„ Pig	5·41
„ Pecled	5·24	Hides, African and Kips	20·34
Bones	1·59	„ Dry American Neats'	23·06
Brass	25·52	„ Salted ditto	16·24
Brass-Plates	32·69	„ Dry German Neats	25·53
Cacao	18·94	„ Salted ditto	12·02
Coffee of all sorts	22·54	„ Horses	12·23
„ Java	25·92	Hemp	11·03
„ Brazils	21·05	Herrings	3·66
„ Domingo	23·45	Honey	9·74
„ La Guayra	24·08	Hops	25·59
„ Porto Rico	26·16	Horns, Buffalo	10·80
Camphor, raw	72·09	„ Stag	27·53
„ refined	110·30	„ Neats'	6·58
Cards (Teazles)	30·95	Ham and Bacon, smoked	18·53
Cement	0·86	Indigo	271·44
Chicory	5·53	Iron, pig and smelting	1·05
Cigars of all sorts	142·26	„ bars, bands, and plates	3·14
„ Havannah	333·35	„ English	2·85
Citron or Orange-peel	12·64	„ Swedish	4·00
Cochineal	90·89	„ Rails for Railways	2·65
Currants	40·45	„ Manufactures, coarse	4·99
Cheese	16·35	Indiar-ubber Shoes	60·58
Cork	44·54	Lack Dye	51·17
Chalk	0·27	Lard	14·81
Carroway-seed	8·84	Leather, sole	40·15
Copper	31·52	„ tanned or varnished	77·72
Candles, spermaceti	58·82	„ glued	9·05
„ stearine	31·76	Linen	53·09
„ tallow	20·47	Linseed	4·44
„ wax	71·58	Lead	6·63
Coals and Cokes	0·27	„ white	8·92

Articles,	Price.
	$
Lead, red	7·53
Limestone	0·52
Malt	3·78
Marble	3·19
Maccaroni	12·44
Molasses	5·08
Meat, salted (beef)	12·27
„ „ (pork)	14·33
Madder and Geraucium	38·96
Nails, iron	6·56
Oil, Turpentine	31·47
„ Castor	20·57
„ Olive { for manufacturing / for table	17·96 / 27·81
„ Palm	12·59
„ Turnip	14·98
Oilcakes	2·21
Oats	2·28
Pitch	6·25
Pepper	12 54
Petroleum	9·03
Plums, dried, and Damsons	6·08
Pimento	9·26
Potashes	9·30
Pumice-Stone	2·43
Peas, dried	2·98
Potassium, Prussiate of	41·82
„ Chromate of	23·07
Quercitron	3·25
Quicksilver	74·01
Rice of all sorts	3·89
„ Carolina	9·57
„ Java	6·08
Rhubarb	86·70
Rye	2·83
Raisins, Muscatel	20·29
„ other sorts	8·50
Rum	9·73
Resin	6·96
Rags	5·08
Seed, Red Clover	13·90
„ White Clover	19·06
„ Rape and Turnip	5·87
Sago	7·87
Saltpetre, raw East Indian	13·02
„ raw South-Sea	4·62
„ refined	13·42
Salt, hartshorn	18·10
„ cooking and sea	0·61
Smalts	17·64
Sponges	74·53
Sulphur, raw	2·30
„ refined	3·39
Sail-yarn	29·66
Silk, raw or thread	485·51
„ or mixed Silk Manufactures	625·75
Soap	9·56
Soda, calcined	3·23
„ crystallized	1·64
Spermaceti	44·47
Spirits, French or Spanish	14·78
„ Corn or Potatoe	7·65

Articles.	Price.
	$
Steel	9·67
Stearine	29·63
Stones, Cement	0·24
„ Lime	0·10
„ Building	0·13
„ Mill	1·98
Skins, Stag or Roe	37·02
„ Calf	37·50
„ Sheep or Goat	27·29
Salmon, smoked	71·10
Sugar, raw, of all sorts	7·40
„ Brazils	7·20
„ Havannah	8·12
„ Java	7·61
„ Bastards	7·21
„ candied	9·32
„ refined, powder, or lump	10·62
Ship Biscuit	9·52
Tobacco of all sorts	28·74
„ Cuba	53·38
„ Domingo	26·35
„ Porto Rico	14·63
„ Stalks	2·24
Tallow	15·47
Tamarinds	2·99
Turpentine	13·54
Tea	55·66
Tar	4·01
Train Oil	12·14
Tin	39·77
Tow	7·60
Vetches	2·58
Vinegar	3·44
Wax	44·37
Wine in general	11·60
„ Champagne	54·99
„ other French	10·05
„ of Spain	10·12
„ of Portugal	32·32
Wheat	3·85
Wool, Sheep or Lambs'	69·50
„ Pigs'	2·36
„ Shoddy	17·68
„ Wood and Moss	6·56
Woollen and mixed Woollen Maufactures	169·10
Wire, Iron	5·62
„ Steel	76·81
Wood, Log	2·31
„ Fustic	1·78
„ Red	2·85
„ Rose	5·37
„ Cork	10·31
„ Mahogony	3·22
„ Lignum Vitæ	1·93
Yarn, Cotton	62·61
„ Linen and Thread	47·43
„ Woollen and mixed Woollen	103·80
Yellow Metal	27·35
Zinc	5·96

The number of wagons carrying goods on freight which passed in and out of the gates of Hamburg in the year 1862 was 3590, and that of all other laden carriages so passing in and out, 381,334, which exceeds the numbers in any former year, and is, no doubt, partly attributable to the abolition of the tax formerly levied at the city gates.

The results of the traffic on the Hamburg-Berlin Railway for the year were principally these :—

Passengers	966,932	
Goods	9,065,789	Centners.
Total Receipts	2,844,521	Prussian Dolls.
Total Expenditure	2,112,478	„ „
Surplus	732,043	„ „

The dividend paid by this railway for the year, including the guaranteed interest upon the shares, was at the rate of $6\frac{1}{4}$ per cent., and the average market price of the shares during the year was $117\frac{5}{8}$ per cent.

The other railway, whose terminus lies very near to Hamburg, although within the Duchy of Holstein, is the Altona Kiel line, with its branches to Glückstadt, Itzehoe, and to Rendsburg. The traffic of this line in the past year appears to have been as follows :—

Passengers	521,166	
Goods	2,906,613	Centners.
Total Receipts	602,295	Prussian Dolls.
Total Expenditure	285,249	„ „
Surplus	317,046	„ „

The dividend paid by this railway for the year 1862 (including the interest guaranteed upon the original shares) was at the rate of $9\frac{1}{2}$ per cent. The average market price of the shares of 100 Prussian dollars during the year was $144\frac{5}{8}$ dollars.

The banking and discount business transacted at Hamburg in 1862 was greater than in any of the four years which succeeded the year of extraordinary speculation, 1857. The number of bills of exchange payable at Hamburgh, exclusive of those made payable at other places, which were discounted in 1862, was 311,774, and the average term of each bill was taken at three months. The stamp duties levied upon these bills amounted to 527,426 marks courant, which, at the rate of 100 marks courant duty per 128,000 marks banco, gave as the total approximative value of the bills drawn the sum of 675,105,000 marks banco. The amount of bills of exchange in circulation can now be always ascertained by means of the monthly published accounts of the issue of bill-stamps.

The North-German Bank established here (whose capital, formerly 20 millions, has been reduced to $15\frac{1}{2}$ million banco marks, in 31,000 paid-up shares of 500 marks banco each) has yielded a dividend for the last year of 30 marks banco per share, or 6 per cent. Its shares now stand in the market at 106 per cent.

The other bank, the Union (whose capital is 4,000,000 marks banco in 100,000 shares of 200 marks banco, on which 40 marks banco per share have been paid up), has given a dividend for the year of 2 marks $6\frac{1}{2}$ schillinge per share, or above 6 per cent., and its shares stand in the market at the price of 104 per cent.

The rate of exchange on London experienced but little fluctuation in 1862, and the average was very nearly the same as in the preceding year. The following is a statement of the monthly rates of exchange at Hamburg in the year 1862, for bills on London at three months' date :—

	Highest.		Lowest.		Average.	
	Marks.	Sch.	Marks.	Sch.	Marks.	Sch.
January	13	3¼	13	3¼	13	3¼
February	13	4	13	3¼	13	3 3/16
March	13	4½	13	4	13	4⅛
April	13	4½	13	3⅝	13	4 1/16
May	13	4	13	2¾	13	3½
June	13	3¼	13	3	13	3 1/16
July	13	4	13	3¼	13	3⅛
August	13	4¼	13	4¼	13	4¼
September	13	4	13	3¼	13	3⅛
October	13	3¼	13	2¼	13	3
November	13	2¼	13	0¾	13	1 7/16
December	13	2	13	1¾	13	1¾
Average of Half-Year, January to June ..					13	3⅛
„ „ July to December ..					13	3
„ of the Year					13	3 5/16

For bills on London at short sight the course of exchange during the year was :—

	Marks.	Sch.
Highest	13	5¾
Lowest	13	2
Average	13	4½

For Hamburg silver currency the average rate of exchange during the year was 125 3/16 marks courant per 100 marks banco. For Russian dollars (14 dollar standard) it was 15⅝ dollars per 300 marks banco.

The monthly rates of discount for first-class paper during the year ranged as follow :—

	Highest.	Lowest.	Average.
	Per cent.	Per cent.	Per cent.
January	2½	2	2⅛
February	2	1¾	2
March	2	2	2
April	3⅓	2	2⅝
May	4¼	2¾	3½
June	4⅓	3¾	4⅛
July	4	2½	3¼
August	2½	2	2¼
September	3¼	2¾	2 5/16
October	4	3	3 7/16
November	4¾	3½	4¼
December	3¾	3¼	3 7/16
Average of Half-Year, January to June ..			2¾
„ „ July to December ..			3¼
„ the Year			3

The English equivalents of the measures, weights, and moneys used in Hamburgh, and quoted throughout this Report, will be found in the subjoined Tables :—

Measures.

Of Hamburg.		*British.*
100 Feet in Length	=	94·021 Feet in Length.
100 „ Square	=	88·400 „ Square.
100 „ Cubic	=	83·115 „ Cubic.
100 Ells of Cloth	=	62·681 Yards.
100 Barrels (Fass) of Corn ..	=	18·901 Imperial Quarters.
100 Quarts (Viertel) of Liquids	=	159·470 Imperial Gallons.

British.		*Of Hamburg.*
100 Feet in Length	=	106·359 Feet in Length.
100 „ Square	=	113·122 „ Square.
100 „ Cubic..	=	120·816 „ Cubic.
100 Yards of Cloth	=	159·538 Ells.
100 Imperial Quarters of Corn	=	529·071 Barrels (Fass).
100 Imperial Gallons of Liquids	=	62·708 Quarts (Viertel).

Weights.

Of Hamburg.		*British.*
100 New Pounds (1858) or Centner	=	110·232 Pounds Avoirdupois.
100 Marks, Bank weight ..	=	62·6554 Pounds Troy.

British.		*Of Hamburg.*
100 Pounds Avoirdupois ..	=	90·718 New Pounds (1858).
100 Pounds Troy	=	159·6032 Marks, Bank weight.

Moneys.

	Marks.	Sch.
1 Mark of fine Silver (fixed value)	27	12
1 Mark of fine Gold (according to the London silver-price in 1862)	426	3
1 Mark of fine Gold (according to the Hamburg average course in 1862)	425	0

Average ratio of the value of gold to that of silver :—

1 Mark of fine Gold .. .. = 15·36 Marks of fine Silver.

Average ratio of silver to gold coins :—

100 Hamburg Marks Banco ..	=	£7·4927 sterling.
100 Hamburg Marks Courant	=	5·9500 „
100 Prusssian Dollars.. ..	=	14·8186 „

The par of exchange between Hamburg and London is officially stated to have been during the year, per one pound sterling (reckoning ⅓ per month as interest), as follows :—

On Bills at three months after date, 13 Marks and 3·40 Schillinge Banco.
On Bills at short sight .. .. 13 Marks and 5·54 Schillinge Banco.

III. Agriculture.

The territory of Hamburg available for agricultural purposes is, as stated in my former annual Reports, so limited, that it is scarcely possible to draw from it any correct inference as to the state and prospects of German agriculture in general for any given year. The whole country subject to Hamburg jurisdiction does not exceed a surface of seven square German miles. Its principal divisions are the Marsh-land, a strong clay soil, very fertile, on the banks of the Elbe and its islands; and the Geest-land, a light sandy soil to the north of the city, formerly part of Holstein; besides which there is the Ritzebüttel district near the mouth of the Elbe, partly resembling in its character the Hamburg Geestland, and partly consisting of sheep-runs. During the last year no material change took place in the system of cultivation on any part of the Hamburg territory. Wheat, rye, barley, oats, and beans were grown as usual, and the grass-lands yielded food to the numerous cows kept for supplying the city with milk. The crops were equal to those of an average year, and the prices were, of course, determined by the general scale of prices for corn and grain in the Hamburgh Exchange.

According to the official Tables, the average prices at Hamburg in 1862 were, per centner of 100 lbs., as follow :—

Articles.	Prussian.		English.	
	Dolls.	Sgr.	*s.*	*d.*
Wheat..	3	25½	11	6½
Rye	2	25	8	6
Barley..	2	21½	8	2
Oats	2	8	6	9½
Wheat Flour	5	7½	15	9
Rye Flour	3	25	11	6

It has already been stated, under the head of Trade, that the value of the entire quantity of corn brought to market at Hamburg, in the year 1862, exceeded twenty millions of marks banco, or one million and a half pounds sterling.

IV. Population and Industry.

There has been no census taken of the Hamburgh population since that for the year 1861, which gave the total number of inhabitants at 221,000, of which 178,000 were dwellers in the city and its suburbs, and the remaining 43,000 in the rural districts. During the last year the artisans and labouring classes of every description are stated to have found full employment, and the manufactures of Hamburg have enjoyed a state of great prosperity. The principal branches of manufacturing industry established within the territory of the Republic remain pretty much the same, viz.: sugar refineries, iron works, and machine manufactories; copper smelting works, ship biscuit baking-houses; manufactories of walking-sticks, furniture, and pianofortes; railway and other carriage building establishments; manufactories of wine, liqueurs, stearine candles, and perfumery; works for dyeing worsted, and for the various preparations of chemical stuffs. Two new breweries, the one in the suburbs of St. Paul's, the other at Bergedorf, are being erected by joint stock companies.

V. Public Works.

Within the Hamburg territory nothing has actually been accomplished under this head during the last year. The plan of erecting quays at the Grasbrook, and of connecting them by a branch railway with the Berlin station has been again postponed; nor has the connecting railway between the Hamburg, Berlin, and the Altona-Kiel Railways yet been begun, although the merits of various lines suggested respectively by the engineers in their reports on the subject have been under the consideration of the Senate and Burgership. The plan of running a railway along the Elbe by means of a new quay would doubtless have the preference if it were not for the very heavy costs of such an undertaking. The negotiations between the Governments of Hamburg and of Hanover for the construction of a railway-bridge across the Elbe to Harburg, in connexion with a line of railway to Cuxhaven, are still pending without any result. The bridge across the Elbe at Lauenburg, with the railway from thence to Lüneburg on the Hanoverian line, is however expected to be completed before the close of the year 1863.

For the direct line of railway between Hamburg and Lübeck by Oldesloe, ground has been broken, and the operations are proceeding actively. This line will probably be finished in the early part of the year 1865.

An eminent English engineer (Sir Morton Peto), who constructed the Danish railways in Jütland and Schleswig, purchased the existing line from Reudsburg to Neumünster, and obtained from the Danish Government a concession to construct a new line from Neumünster by Segeberg to Oldesloe, where it would form a junction with the new Hamburg-

Lübeck line. But, subsequently, this engineer sold the interest so acquired by him in the Rendsburg-Neumünster line to the Altona-Kiel Railway Company, in consequence of which transfer it has become very doubtful whether the conceded line from Neumünster to Oldisloe will be carried out either by Sir Morton Peto or by the Altona-Kiel Company. The Company is rather desirous of constructing lines between Neumünster, Plön, Eutin, and Neustadt on the Baltic, and also from Kiel to Plön, Eutin, and Lübeck, which net of railways would probably be of more general utility to the inhabitants of the eastern parts of Holstein than the mere connection with the Lübeck-Hamburg line at Oldesloe.

The project of a ship canal from Glückstadt on the Elbe to Neustadt on the Baltic, originating with Mr. Hanson, of Altona, has been actively circulated on the Hamburg Exchange, but has hitherto met with little encouragement. The proposed canal is to enable large ships drawing 24 feet water to pass directly through Holstein on their voyages from the North Sea to the Baltic, and its cost is estimated at five millions pounds sterling. There appears, however, at present, no prospect of raising the adequate funds for so great an enterprise; the less so as the River Eider and the Eider Canal already offer to small vessels the facility of transit through Holstein, between Tönning and Kiel, without the necessity of using the circuitous passages of the Sound or the Belts.

VI. General Remarks.

The public revenue and expenditure of Hamburg have remained pretty nearly the same in 1862 as they were in the previous year. The State budget submitted by the Senate to the Burgership, October 25, 1862, for the year 1863, was as follows :—

Receipts.	Marks Courant.
I. Revenue of State Property, viz.: Domains, Royalties, Houses, Railway Shares, Post Office (227,000), Lottery (310,500), &c.	1,639,309
II. Taxes and Duties, viz.: Fire Tax (1,250,000), Stamps (1,112,000), Customs (700,000), Excise (1,025,000), Transfer Tax, &c., &c.	5,941,900
III. Fees of Offices and Courts of Justice	675,800
IV. Fines	17,900
V. Extraordinary and unforeseen Receipts	28,500
VI. Transitory Receipts, viz.: Securities for Loan to Fire Fund, Sinking Fund, &c.	2,135,140
Total	10,438,549

Expenses.	Marks Courant.
I. Senate and Burgership	475,055
II. Foreign Affairs, viz.: Federal Objects (20,000), and Diplomacy (80,500)	100,500
III. Administration of Finances	2,309,754
IV. Courts of Justice	326,175
V. Education	128,186
VI. Army	919,347
VII. Public Works..	1,133,662
VIII. Commerce and Navigation, including 926,060 marks for the Conservancy of the Elbe, Pilotage, &c...	990,275
IX. Police	764,898
X. Charitable Institutions..	707,500
XI. Suburbs and Rural Districts..	144,968
XII. Extraordinary and unforeseen Expenses	303,089
XIII. Transitory Expenses, viz.: Advances to Fire Fund, Sinking Fund, &c.	2,135,140
Total	10,438,549

The above State budget was accompanied by a recommendation of the Senate, that the rate of the customs' duties should be reduced from one-half to a quarter per cent. *ad valorem;* that certain relaxations of the customs' laws should take place regarding goods in transit and otherwise; and that the excise duties should be renewed for the term of one year. The Burgership, however, did not concur with the proposed reduction of the customs' duties, considering the abolition of the excise duties to be comparatively more desirable: and the result was, that the customs' and excise duties were voted for nine months only, viz., until the 30th September, 1863, in order that arrangements might be made if possible for the entire abolition of the excise at the close of the year. In the meantime the proposed relaxations of the customs' laws were approved by the Burgership, and an ordinance was issued by the Senate, December 29th, 1862, for carrying the same into effect. The definition of goods in transit is thereby extended, and goods may now be passed in transit free of customs, not only when they are the property of Hamburg citizens but when they are imported and re-exported by them on account of foreigners. Mohair yarn, mohair wool, slates, cement stones, Tufa stones, and the fat of whales, seals, and walruses for burning are freed from customs' duties. Ships laden wholly with rice, salt, or herrings are to pay only half tonnage duty, viz., $1\frac{1}{8}d.$ per ton English. Ships arriving and departing in ballast are exempted from tonnage duty. Ships not exceeding the burthen of 180 tons English, and taking no pilot, are exempted from pilotage duty. Whether the rate of the customs' duties will eventually be reduced to a quarter per cent will doubtless depend upon the final decision which may be come to in respect of the abolition, or retention, of the very unpopular excise duties.

The Board of Commerce of Hamburg has taken upon itself the laudable task of endeavouring to reform the usages of trade in various instances where those usages were objectionable, or attended with uncertainty. The old usances, with respect to the delivery of corn, were revised some years since; and usances were lately established according to which the freights of ships made payable in foreign money are calculated at Hamburg at fixed rates of exchange. On the 29th December, 1862, a notification was issued by the Board of Commerce recommending a system of usances for regulating the time of the discharge from ships of goods imported by sea. In the case of a single consignee, the time allowed for ships not exceeding 80 tons burthen is six days; for ships above 80 and not exceeding 300 tons, nine days; and for ships above 300 and not exceeding 600 tons, fourteen days. Where there are several consignees, the discharge of the goods is to begin on the day after the captain of the ship shall have given written notice to them of his being ready for the same. The same rule is applied to goods consigned to order after public proclamation thereof having been made. These recommendations, when they come to have the force of law, will doubtless have a beneficial operation. At present they are disputable by any ship master who may think it worth while to litigate the question. They do not, of course, affect cases where the term allowed for the discharge of the cargo is stipulated by the ship's charter-party, which is generally done in the charter-parties of British ships.

The possession of real property, viz., land or houses, within the Hamburg territory, was by the ancient law limited to the citizens of the Republic. This restriction has been so far relaxed by a new law, dated 20th March, 1863, as to enable the subjects of any State of the Germanic Confederation to acquire and hold real property in the Hamburg territory in the same way as the citizens of the Republic. A similar faculty is granted to persons of the legal profession, duly authorised by the State,

such persons being accustomed to hold lands in trust for others. Any purchaser, not belonging to either of these classes (*e. g.*, an Englishman), must obtain the special permission of the Senate before he can be registered as a holder of real property within the dominions of Hamburg, and must of course pay all the taxes and fulfil all the obligations attaching to the lands which he may with such permission acquire.

The Government of Hamburg has not yet adopted the new commercial code for Germany, approved by the Federal Diet, which code was recognised and published by Prussia, June 24th, 1861, and has likewise been put in force in other German States.

It is satisfactory to be able to record that a reduction of the Upper Elbe tolls has at length taken place. The observations upon this subject contained in my general Reports on trade, made in the years 1860, 1861, and 1862, will have shown the urgent necessity of a revision of the then existing Elbe tolls, and will have explained the great difficulties which have so long stood in the way of such a revision. Several of the Elbe-bordering States, insisted so strongly upon their legal rights that it appeared at one time a hopeless task to induce them to consent to any considerable reductions. The Fifth Revisory Commission for the Navigation of the Elbe continued sitting at Hamburg for eighteen months, and it was not until the 4th of April, 1863, that the convention of that date was concluded and signed on the part of all the Elbe-bordering States for the new regulation of the river tolls, which convention has since been ratified and officially published by the several governments concerned.

The new convention abolishes all the previously existing Elbe tolls. The full normal rate of these for the whole length of the river from Melnik in Bohemia to Hamburg was no less than 33 silbergroschen 11 pfennige Prussian currency, or about 3*s.* 4½*d.* English per centner, of which was actually levied 24 silbergroschen 2⅖ pfennige, or nearly 2*s.* 6*d.* English per centner, with seven different classes of tolls and twelve toll stations. Instead of these high duties there has now been fixed a normal rate of only 1 silbergroschen 4 pfennige, or 1⅗*d.* English per centner, with two lower classes of 8 pfennige, or 0⅘*d.*, and 2 pfennige or 0⅕*d.* per centner.

The tolls are henceforth to be levied at the station of Wittenberge only, below which point the traffic will be entirely free of toll.

The new normal rate comprises all goods which are not rated in the Appendix A as goods belonging to the second or third classes of toll, or are therein specified as toll-free.

The following comparison of the new with the old rates of toll shows the advantages resulting to the commerce of the Elbe from the present convention.

I. Traffic between Hamburg and Magdeburg, Berlin, or other places in Prussia :—

Classification.		Rates of Toll.				Difference.	
Old.	New.	Old.		New.			
		Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.
1	1	6	$8\frac{3}{4}$	1	4	5	$4\frac{3}{4}$
$\frac{1}{2}$	1	3	$4\frac{3}{8}$	1	4	2	$0\frac{3}{8}$
$\frac{1}{4}$	1	1	$8\frac{3}{16}$	1	4	–	$4\frac{3}{16}$
$\frac{1}{5}$	1	1	$4\frac{3}{80}$	1	4	–	$0\frac{3}{20}$
$\frac{1}{10}$	$\frac{1}{2}$	–	$8\frac{7}{80}$	–	8	–	$0\frac{3}{40}$
$\frac{1}{20}$	$\frac{1}{8}$	4	$4\frac{3}{80}$	–	2	–	$2\frac{3}{80}$
$\frac{1}{40}$	$\frac{1}{8}$	–	$2\frac{3}{160}$	–	2	–	$0\frac{3}{160}$

II. Traffic between Hamburg and Saxony, deducting the restitutions hitherto made by Saxony:—

Classification.		Rates of Toll.									
		Upwards.						Downwards.					
Old.	New.	Old.		New.		Difference.		Old.		New.		Difference.	
		Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.
1	1	7	9	1	4	6	5	9	1	1	4	7	9
$\frac{1}{2}$	1	3	$10\frac{1}{2}$	1	4	2	$6\frac{1}{2}$	4	$6\frac{1}{2}$	1	4	3	$2\frac{1}{2}$
$\frac{1}{4}$	1	1	$11\frac{1}{4}$	1	4	–	$7\frac{1}{4}$	2	$3\frac{1}{4}$	1	4	–	$11\frac{1}{4}$
$\frac{1}{5}$	1	1	$6\frac{2}{5}$	1	4	–	$2\frac{2}{5}$	1	$9\frac{4}{5}$	1	4	–	$5\frac{4}{5}$
$\frac{1}{10}$	$\frac{1}{2}$	–	$9\frac{3}{10}$	–	8	–	$1\frac{3}{10}$	–	$10\frac{9}{10}$	–	8	–	$2\frac{9}{10}$
$\frac{1}{20}$	$\frac{1}{8}$	–	$4\frac{13}{20}$	–	2	–	$2\frac{13}{20}$	–	$5\frac{9}{20}$	–	2	–	$3\frac{9}{20}$
$\frac{1}{40}$	$\frac{1}{8}$	–	$2\frac{13}{40}$	–	2	–	$0\frac{13}{40}$	–	$2\frac{29}{40}$	–	2	–	$0\frac{29}{40}$

III. Traffic between Hamburgh and Bohemia without unloading:—

Classification.		Rates of Toll.				Difference.	
Old.	New.	Old.		New.			
		Sgr.	Pfg.	Sgr.	Pfg.	Sgr.	Pfg.
1	1	24	$2\frac{2}{5}$	1	4	22	$10\frac{2}{5}$
$\frac{1}{2}$	1	12	$1\frac{1}{5}$	1	4	10	$9\frac{1}{5}$
$\frac{1}{4}$	1	6	$0\frac{3}{5}$	1	4	4	$8\frac{3}{5}$
$\frac{1}{5}$	1	4	$10\frac{2}{25}$	1	4	3	$6\frac{2}{25}$
$\frac{1}{10}$	$\frac{1}{2}$	2	$5\frac{1}{25}$	–	8	1	$9\frac{1}{25}$
$\frac{1}{20}$	$\frac{1}{8}$	1	$2\frac{13}{25}$	–	2	1	$0\frac{13}{25}$
$\frac{1}{40}$	$\frac{1}{8}$	–	$7\frac{13}{50}$	–	2	–	$5\frac{13}{50}$

These Tables exhibit very large reductions, particularly upon articles hitherto comprised in the normal and second classes. For instance, coffee, tobacco, wine, spices, indigo, yarns and manufactured goods, machinery, tin, &c., conveyed up the Elbe from Hamburg to Magdeburg will have to pay, instead of 6 silbergroschen $8\frac{3}{4}$ pfennige only, 1 silbergroschen 4 pfennige per centner. Zinc, brought down to Hamburg through Prussia from Silesia, and spirits and chemical products brought down from Magdeburg, will experience a similar relief. The freight by steamer from Hamburg to Magdeburg is now $3\frac{1}{2}$ silbergroschen per centner; consequently such goods may now be sent that distance for 5 silbergroschen instead of 10 silbergroschen per centner, including Elbe tolls. In the traffic between Hamburg and Saxony or Bohemia, the advantage gained upon the same kind of articles will be still greater. On articles hitherto paying the half rate of duty, and now taxed at 1 silbergroschen 4 pfennige per centner, such as cotton-wool, rice, hides, and skins, dried southern fruits, fine wood-wares, matches, rape-oil, &c., there will also be a large reduction; and articles hitherto paying the fourth of the normal rate, such as grain, oil-seeds, clover-seeds, wool, glass and glass manufactures, iron, dye-woods, and other foreign woods, resin, olive-oil, and palm-oil, will also be benefited by the reduction 1 silbergroschen 4 pfennige per centner. Articles which have hitherto paid less than the one-fourth of the rate will not at present be much relieved; and it is especially to be regretted that some important articles of commerce, hitherto comprised in the one-fortieth class, such as cement, guano, and coals, will gain only $\frac{3}{160}$ of 1 pfennig, being reduced no more than from $2\frac{3}{160}$ pfennige to 2 pfennige per centner. There is, however, a prospect of the rate upon these last-mentioned articles being diminished at no distant period to 1 pfennige per centner in pursuance of the stipulation

contained in the 11th Article of the Convention, which provides that when the average annual receipts from tolls shall be found to exceed 350,000 dollars, a reduction shall take place, which is, in the first instance, to be applied to the goods to be comprised in the new third class, among which are cement, guano, coals, and other articles heavy for transport.

Now it is anticipated on all sides that the traffic will increase considerably in consequence of the reduced tariff, and the future receipts cannot, therefore, be fairly calculated upon the actual tariff only.

The revenue derived from the tolls upon an average of the ten years 1852 to 1861, was 419,869 dollars per anuum, and supposing the traffic to remain the same, the revenue under the new tariff would be 223,719 dollars per annum. Assuming an increase of one-third in the traffic, which is confidently looked to, the annual revenue will be about 300,000 dollars, and there are those who think it will, in the course of not many years, reach 350,000 dollars, which would imply an increase of traffic to the extent of rather more than one-half. In the latter event, a reduction from 2 pfennige to 1 pfennig per centner upon coals, guano, cement, and all other new third-class articles, is secured beforehand by the terms of the Convention.

Even if there should be no increase of traffic whatever on the Elbe, there will be an absolute saving of taxation to the amount of 196,150 dollars, being the difference between the actual average revenue of 419,869 dollars per annum, and the future revenue calculated upon the same amount of traffic, viz., 223,719 dollars per annum. There is also another consideration in favour of the Convention. The reduction of the tolls on the Elbe can hardly fail to lead to a revision of the land-transit tolls levied by Mecklenburg, Denmark (for Lauenburg), Lübeck, and Hamburg, chiefly at the rate of $2\frac{6}{10}$ silbergroschen, or 3*d.* English, per centner on goods conveyed by the Berlin-Hamburg Railway, which, after all the reductions and exemptions made within the last few years, still exceed 200,000 dollars per annum, and are levied chiefly as an equivalent for the tolls charged upon goods conveyed by water-carriage on the Elbe. A diminution of the land-transit tolls to the extent of one-half would be a further saving of taxation to the consumer of above 100,000 dollars per annum.

The Essling toll heretofore levied jointly by Hamburg and Lübeck, to the extent of 2,200 dollars per annum, has been entirely given up.

The Convention is made for the term of twelve years, after which it is to run on until determined by notice. But such notice can only be given when it shall be found that, upon a five years' average, the annual receipts have fallen short of 187,500 dollars per annum, not reckoning any years in which the Elbe may have been blockaded. But such a falling off is very unlikely to take place; consequently the Convention may last for an indefinite period, unless revised by the common consent of all the contracting parties.

Upon the whole there can be little doubt that the new Convention will operate beneficially upon the commerce of Hamburg and of the States bordering the Elbe; and considering the great difficulties which have attended the negotiations kept pending for so many years for the purpose of inducing Hanover, Mecklenburg, and Denmark to abandon the tariff secured to them by the Elbe Navigation Acts, there is every reason to think that the other Elbe-bordering States have acted judiciously in acceding to the practical compromise now effected, and in taking upon themselves the guarantee stipulated for by the 7th Article of the Convention. The reduced tariff of river tolls came into operation on the 1st of July, 1863.

The realization of the treaties of commerce and of navigation signed on the 2nd of August, 1862, between France on the one part and Prussia on the other part, on behalf of herself and the other States of the Zollverein, but not yet ratified, has all along been regarded as a desirable object by the merchants of Hamburg, and they have, therefore, felt disappointment at the continued obstacles which have impeded, and still impede, the conclusion of those arrangements. It was observed here with satisfaction, that the 7th Article of the Treaty of Navigation placed the Hanseatic ports on the Elbe and the Weser on the same footing as the ports of the Zollverein, so that the ships, produce, and manufactures of the Zollverein States entering France from Hamburg or Bremen, would obtain the same reductions of duties in France as if coming direct to Danzig, or any other port of Prussia or of a Zollverein State. France made this concession upon the condition of French ships being placed on the footing of national ships in the Hanseatic ports, and the Hanse Towns are prepared to fulfil that condition to the full extent required. They are, at the same time, desirous of entering into a treaty of commerce and navigation with France on their own account, in order to secure for Hanseatic ships, and for goods imported directly from the Hanse Towns into France the same advantages as are now granted by the French Customs' laws to ships and goods of the most favoured nations; and negotiations in order to such a treaty, have been actually opened with the French Government; but their progress has been unavoidably retarded by the non-ratification of the treaties signed by Prussia with France as above mentioned.

How far it may yet be found possible by the Prussian Government to overcome the objections made to those arrangements by the Governments of Bavaria, Würtemberg, Hanover, and the other dissenting States, remains to be seen. The political influence of Austria weighs heavily with the last-mentioned Governments; and the desire of Austria (as expressed in her Propositions dated July 10th, 1860) is, that simultaneously with the renewal of the Zollverein, the treaty between that body and Austria dated February 19th, 1853, shall be renewed, and further developed, so as to secure at least a continuance of the mutual relaxations of the tariffs stipulated by that treaty, and if possible the adoption of one common customs and commercial system by Austria and the Zollverein States. On the other hand the popular voice of Northern Germany is favourable to the principle of the French Commercial Treaty. The trading and manufacturing classes, not only in Prussia, but in Hanover, Saxony, the two Hesses, and Nassau, have unmistakably declared their approval of the proposed reduction of the Zollverein tariff; and even in Wurtemberg and Bavaria the opinions of the same classes are much divided between the advantages held out by the Austrian and the Prussian lines of commercial policy. A good index to the state of the public mind in Germany in regard to this question has been furnished by the proceedings of the so-called German Commercial Diet, which was held at Munich in October 1862, and was attended by about four hundred merchants and manufacturers as delegates, among whom were the representatives of two hundred Chambers of Commerce and trading Corporations. It was resolved by a majority of that assembly that the French Treaty ought to be carried out, and its ratification be made a condition of the renewal of the Zollverein; but that assuming the prolongation of the Zollverein and the ratification of the French Treaty, it was desirable to negotiate with Austria for the further extension of the commercial relaxations conceded by her to the Zollverein under the Convention of February 19th, 1853, with the view to the eventual adoption by Austria of a common customs' tariff with the Zollverein. In short, the majority of the commercial classes in Germany do not appear indisposed to an

eventual customs' union with Austria, but they consider a reduction of the tariff in the sense of the French Treaty to be an object of primary and more immediate importance.

The government of Bavaria has taken a leading part in advocating the Austrian propositions, and in insisting upon a preliminary negotiation with Austria as necessary to the renewal of the Zollverein. But Prussia, whilst not refusing to treat with Austria, has reiterated her intention not to prolong the Zollverein with its existing tariff, and has continued to demand the ratification of the French Treaty, or a reduction of the customs' tariff in the sense of that treaty. Whether the Austrian or the Prussian influence will eventually prevail in this struggle, appears still uncertain. The negotiations at the late Munich Toll Conference led to no result; but a special Conference of the Zollverein States at Berlin on this question is in prospect, and the general belief is that an understanding will be finally arrived at, by which at least the Zollverein will be saved from dissolution after the close of the year 1865. Indeed, if the national voice were consulted, both the French Treaty and the Convention with Austria would be made to give way to the necessity of renewing the Zollverein itself; nor is Prussia at all bound by the terms of the French Treaty to carry it out alone against the will of the other states of the union. On the contrary, its taking effect was from the first expressly made subject to their ratification.

As regards British commercial interests, they would not necessarily be prejudiced by a dissolution of the existing Zollverein, and might be materially promoted if Prussia should in such a contingency succeed in bringing Hanover and Oldenburg into a separate customs' union with her, and in establishing a really liberal tariff of duties for Northern Germany. But such a contingency will in all probability not arise. Judging from the point of view of German interests and requirements, it may be assumed that the Zollverein will be renewed, with such reforms in its constitution as past experience has shown to be necessary for the general advantage of the countries comprised in it. It would indeed be a national misfortune to Germany if, in consequence of political dissensions, the Zollverein itself should be allowed to expire, and the common country be thus deprived of the signal benefits which an unitary system of customs and commerce has for so many years past conferred upon it.

Hamburg, August 31, 1863.

LUBECK.

Report by Mr. Vice-Consul Behncke on the Trade of Lubeck for the Year 1863.

I HAVE the honour to send you the Commercial Report for the year ending December 31st, 1863, and, at the same time, I am happy to be able to state an increase in the trade of this city, as was the case in my Report of last year.

Lubeck, in consequence of its geographical situation, is confined to the countries on the shores of the East Sea, viz, to the Russian Baltic provinces, particularly Finland, also Sweden, Denmark, and the neighbouring German States, for its import and export. The trade is thus very confined, and cannot in any way compete with the increase of the trade of Hamburg and Bremen, which cities, on account of their situation on the North Sea, can participate in the transatlantic trade.

The insurrection in Russian Poland, as well as the failure of the crops and the consequent famine in Finland, had a baneful influence on the trade of Lubeck. In other respects, however, the commerce of this city has flourished, and the year 1863, on the whole, can be considered as a favourable one.

Shipping and Navigation.—The greatest number of the Lubeck vessels have this year found cargoes in foreign ports; only a small portion of the same can be employed in the East Sea, as the steam-vessels leaving this port take in too many goods.

The number of the arrivals in this port this year exceed, again, the number of last year's arrivals, by 50, of about 5,400 tons.

The number of steam and sailing vessels arrived this year, compared with the last five years, is as follows:—

In the year	1863..	..	1,302	ships of about	182,288 tons
,,	1862..	..	1,251	,,	176,874 ,,
,,	1861..	..	1,074	,,	171,950 ,,
,,	1860..	..	1,134	,,	166,910 ,,
,,	1859..	..	1,056	,,	158,172 ,,

Coasting vessels are not included in the foregoing.

The number of vessels carrying the British flag amongst these arrivals as,—

In the year	1863..	..	24	ships of about	4,342½ tons
,,	1862..	..	21	,,	3,721 ,,
,,	1861..	..	15	,,	3,533 ,,
,,	1860..	..	12	,,	1,557 ,,
,,	1859..	..	13	,,	1,606 ,,

The direct communication between Lubeck and Hull has been kept up in 1863 by the steamer "Smyrna." The increase of ships direct from England to this port may be explained by the freightage of rails for the direct Lubeck and Hamburg Railway.

In consequence of the railway communication between Berlin and St. Petersburg, the passenger-conveyance by steamboat from this port to St. Petersburg has considerably decreased, and the principal traffic is confined, at present, to the transmission of goods. The Directors of the Steam Navigation Companies to Russia turn, therefore, their attention more to the acquisition of screw-steamers; and, from this reason, they have last year already sold to English owners the two steamers "Orion" and "Sirius," plying between here and St. Petersburg, as also the "Hansa," which plied between here and Riga. At present there are only three screw

and two paddle-steamers navigating between here and St. Petersburg, and to Riga only one paddle-steamer.

Trade and Commerce.—The Traject or connexion, mentioned in my last Report, across the Elbe at Lauenburg, by means of a steam ferry, is completed, and will be opened immediately on the disappearance of the ice in the Elbe, whereby the connection between Lubeck and the interior of Germany will be called into existence.

The traffic on the Lubeck-Büchner Railway has increased pretty considerably, particularly the transmission of goods, which has risen 10 per cent. in comparison with 1862. The income gives a rise of 18,000 Prussian dollars, or 2,770*l*. The transport of goods amounted—

In the year	1863	to about	2,056,627	cwt., or	102,831	ton
„	1862	„	1,853,680	„	92,684	„
„	1861	„	1,699,645	„	84,982	„
„	1860	„	1,778,139	„	88,907	„
„	1859	„	1,745,809	„	87,290	„

The total income for passengers and goods was,—

			Prussian dollars.		£
In the year	1863	about	219,781	or	33,810
„	1862	„	201,781	„	31,040
„	1861	„	195,321	„	30,050
„	1860	„	200,618	„	30,865
„	1859	„	190,875	„	29,365

The works commenced, in the spring of 1863, on the direct Lubeck-Hamburg Railway have proceeded rapidly; and, if political difficulties do not oppose an hindrance, it is to be hoped that this important line of traffic between the Baltic and the German Ocean will be completed at the end of the year 1864.

The probable line between Lubeck and Kleinen, near Schwerin (in Mecklenburg), mentioned in my last year's Report, is near being realised. An English company have petitioned to the Governments concerned for the concession to build this line, and have received it. The execution of this plan will not only ease the traffic between Lubeck and Hamburg with the neighbouring State of Mecklenburg, but also, in connexion with the projected connecting lines, complete a line of rails along the whole coast of the Baltic to Russia, and have great influence on the transit trade.

The northern staple wares, wood, tar, and pitch, have sought in the past year principally their market in Lubeck; the sale of the same is much increasing, and, in consequence of the new railway connections, a new impulse will be given to the sale of these articles.

The introduction of the "General German Commercial Law Book" is fixed by the Senate of Lubeck to take place on the 1st of March this year. At present, they are still occupied with reforming and annulling previous laws which are not in accordance with the new laws, and the formation of a Commercial Court of Law.

The influence of the war with Denmark on our commerce is not to be known. In general, there exists a hope that the port of this city will, as was also formerly the case, not be blockaded, and consequently remain open to the traffic.

Agriculture.—The grain-harvest of the year 1863 was a plentiful one in the neighbouring provinces of Lubeck, and the farmer might, in spite of the falling prices, well be satisfied with the profits of his farming. The prices of grain have sunk so very much that they can scarcely go any lower.

RETURN of British and Foreign Shipping at the Port of Lubeck in the Year 1863.

Nationality of Vessels.	Entered.		Cleared.	
	Ships.	Tonnage.	Ships.	Tonnage.
British	24	4,342½	27	5,446
Lubeck	87	19,990½	87	20,132
Danish	362	19,490	362	19,850
French	6	732	6	732
Hamburg ..	4	234	5	2,390
Hanoverian ..	25	1,466	26	1,504
Mecklenburg ..	75	16,892	77	17,526
Netherlands ..	16	1,874	16	1,874
Norwegian ..	5	324	5	324
Oldenburg ..	2	182	1	120
Prussian	74	6,406	71	5,962
Russian	210	34,642	215	34,950
Swedish	412	75,713	412	75,936
Total ..	1,302	182,288	1,306	186,746

Lubeck, February 19, 1864.

ITALY.

ANCONA.

Report by Mr. Vice-Consul G. Gazziotti on the Trade of Ancona, for the Year 1863.

The commercial operations in this town of Ancona during the past year have been not in a great degree increased or decreased. The wine crop every year advances beyond general expectation; the sulphuring of the grape has been the material cause of such satisfactory results, though farmers at first placed very little faith in it; the price of wine though has not diminished on account of the considered heavy consumption duty, but hopes are entertained that with a plentiful crop the price and duty will be considerably lower. The recolte of bread-stuffs is considered, in comparison to a few years back, very fair; no considerable exportation has taken place, as from the rising influx of population the quantity of wheat gathered is not wholly sufficient to meet the local wants. A commercial house here has commenced the introduction of Galatz wheat, not as a matter of necessity but for speculation; the result, if favourable, will certainly cause further arrivals. Railways are spoken of, but nothing very decisive; the line from here to Rome is advancing steadily; the whole of the iron work required is brought from England at a considerable expense, making railway construction very expensive. The line from here to Pescara was finished and opened during the year, and a short time since a continuation of the same line to Foggia was thrown open to traffic. The speed of our railways is not very accelerated, not being more than 30 chilometres (24 miles) per hour, mail train. The charges for railway travelling in Italy, comparing them with England, taking into consideration the diminution of speed, but superiority of accommodation, are in favour of the latter country; coal is wholly consumed in the railway engines, and having to be brought from England justifies the charges in use for railway travelling.

Trade in general of Ancona is certainly upon the increase; eatables in general have greatly gone up in price, but the augmentation of wages to the labouring classes causes the difference not to be so much observed. Many things which a year since no consumption duty was levied upon, this year have come under the general corporation tax. The town commissioners having many expenses to meet for improvements made and intended in the internal building arrangements of the city require, therefore, money, which is only to be obtained by taxation, not at all excessive; people not used to it of course complain at first, but when they see their city embellished and their money well expended all complaints will vanish. The future prospects are bright in the extreme, the old dormant habits of the population have begun to be thrown off, and they now assume an activity which years back would have been considered folly. Shops upon a different scale from before are opened, though not very large; houses are continually being built in every quarter of the city; old residences are thrown down to make room for more modern and commodious places of living, house rent, as a natural consequence from the influx of strangers, increased, in some place, 200 per cent.; nevertheless, as fast as houses are built they are immediately taken possession of. The fortifications are not forgotten by the Italian Government, many new forts are projected. The Tower of Monte d'Ago, distant three miles, is to be turned into a fort also; Montagnolo, about the same distance, will be a considerable one; and guns will be placed upon various parts of the new wall around the city. The garrison of Ancona is not very considerable in

comparison with other parts of Italy, being formed of two regiments of infantry and one battalion of artillery; no cavalry are kept here, but they have a depôt at Sinigaglia, distant twenty miles from here. The unhappy war in America has, like many other places, caused this to come under the general want for cotton goods; the few importations from England were sold at least 300 per cent. above the ordinary prices. Many experiments have been made for the growth of cotton, but with no very great satisfactory result. the cause of which may be from non-experience; though, from information afforded me, there is nothing in the soil, in the climate, in the water in the locality, or in the people to prevent it, all that is required is to make a commencement, to begin in earnest, and then persevere in earnest. It may take many years, even if resolutely set to work, to establish the desired resemblance; but there is no reason, geographical, physical, social, moral, or intellectual why it could not be established. I cannot venture to state one quarter of my reasons for the encouragement of this particular branch of industry, but I can venture to say, and be sure of finding an echo, that every well-thinking inhabitant of this country would rejoice to see cultivated, either by private or public enterprise, an article of consumption known only as an importation from other parts.

As regards the improvements of this harbour, the best and most useful work attempted by the Italian Government has been the quay way or bauchina by which ships can easily lay alongside and discharge their cargoes; ships of light draught of water even now do so, and when the quay is entirely finished water will be made for larger craft. The depth of water has greatly increased during the past year, three dredges having been kept constantly at work for the excavation; the whole is being done by contract, the Government finding machinery and the contractor manual labour, &c., for which he is paid 1·20 francs for every cubic metre of staff dredged and taken to a given distance outside the harbour. The quantity of mud dredged last year was 340,000 cubic metres; and the depth of water now existing is from 2 to 10 metres, where 10 metres exist that portion of the harbour is reserved for men-of-war ships. The mercantile navy can find, all over the harbour, from 6 to 8 metres; if the contract is extended (being limited to a certain sum) an equal depth could be made all over the harbour. A contract has been completed with an English company for the introduction of pipe water, the want of which was greatly felt by the inhabitants.

I hope, in a short time hence, to forward a recent sketch of this harbour with present soundings.

A line of excellent steamers, built in England, have been established between this and Alexandria (Egypt), returning here upon the arrival of the Indian overland mail; the present number will shortly be increased by two more, to sail four times a-month; at present they start from here upon the 12th and 28th of every month, at midnight.

I now close my Report with a few observations upon the general prospects of this town of Ancona. The accelerated means of communication with many parts of Italy, hitherto known only by name, has caused a development of modern improvements which, in course of time, will cause Ancona to be a city of much commercial enterprise and speculation, provided the inhabitants take advantage of the favourable state of affairs in order to benefit their own interest and that of their fellow citizens in general.

The annexed forms of Imports and Exports exhibit the total amount both of Trade and Navigation in this port for the last five years:—

IMPORTS.

	Foreign.		British.	
	Tonnage.	Value.	Tonnage.	Value.
		£		£
1859	74,023	477,444	21,154	262,066
1860	26,752	52,896	14,272	193,138
1861	105,409	66,220	38,311	422,222
1862	118,690	..	99,300	173,971
1863	112,326	317,119	83,650	196,520

EXPORTS.

	Foreign.		British.	
	Tonnage.	Value.	Tonnage.	Value.
		£		£
1859	111,629	50,630	25,052	91,193
1860	71,528	69,842	21,965	163,779
1861	144,210	61,150	51,660	99,376
1862	156,251	..	89,602	59,960
1863	107,948	92,245	14,862	26,489

Ancona, January 27, 1864.

NAPLES.

Report by Mr. Consul-General Bonham on the Trade of Naples for the Year 1862.

A VERY remarkable increase took place in the amount of shipping at Naples during the year 1862, both British and foreign. As regards British shipping, the entries for the last four years are as follow :—

		Number of Vessels.	Tonnage.	Crews.
1859	Steamers	66	41,675	1,834
	Sailing Vessels	132	23,905	1,148
	Total	198	65,580	2,982
1860	Steamers	102	51,680	2,551
	Sailing Vessels	176	33,401	1,626
	Total	278	85,081	4,177
1861	Steamers	102	70,426	3,258
	Sailing Vessels	136	26,416	1,221
	Total	238	96,842	4,479
1862	Steamers	119	95,292	3,944
	Sailing Vessels	220	39,678	1,883
	Total	339	134,970	5,827

The return of foreign vessels sent in my Report for 1861 was so far incomplete that it did not include the number of Greek vessels, which, owing to changes in the Greek Consulate, I was unable to obtain. Exclusive of these, the total number of foreign vessels which entered Naples in 1861 amounted to 474, with an aggregate tonnage of 129,500 tons.

In 1862 the entries, including 31 Greek vessels, amounted to an aggregate of 740 vessels, measuring 210,975 tons, belonging to the undermentioned flags :—

Flags.	In 1861.		In 1862.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
American	19	7,824	5	2,114
Austrian	..	..	12	2,403
Danish	4	532	3	415
Dutch	43	12,184	49	11,135
French	351	94,717	568	171,394
Greek	..	..	31	6,449
Hanoverian	..	..	7	903
Hanse Towns	..	..	2	296
Oldenburg	5	1,020	6	1,335
Prussian	..	..	1	323
Roman	..	..	2	168
Russian	4	1,285	6	1,497
Spanish	..	..	8	957
Swedish and Norwegian	41	10,378	37	11,141
Turkish	7	1,560	3	445
Total	474	129,500	740	210,975

According to this return, the overwhelming increase has been in French vessels, being no less than 217 vessels, 76,674 tons.

Of Italian vessels I was unable to send a detailed account for 1861. In 1862 there entered Naples, Italian vessels :—

	Vessels.	Tonnage.
From Foreign Ports	345	62,456
Home (Coasting)	3,265	356,416
Total	3,610	418,872

The subjoined return has been furnished to me by the Custom-house, as showing the value of the principal articles of import and export at Naples during the last four years :—

Articles.	Imports. 1859.	1860.	1861.	1862.
	£	£	£	£
Coffee	69,733	78,880	130,383	137,591
Cotton Yarn, not dyed	364,244	210,791	274,867	536,440
American Leather and Hides ..	93,505	44,168	45,307	98,635
Iron, old and new	66,281	85,712	87,790	75,522
Indigo	5,820	6,473	6,426	7,085
Grain	461,431	401,544	15,425	18,281
Millinery	194,682	81,462	92,134	174,864
Worked Glass	60,950	45,081	31,406	27,387
,, Gold	43,633	38,178	42,500	49,884
Textiles of Cotton & White Muslin	234,474	95,715	254,433	126,924
,, of Wool, Cloth, &c. ..	196,422	204,676	664,600	590,500
,, of Silk	47,004	35,246	84,400	174,400
,, mixed	50,353	53,743	78,400	42,200
Rum	44,378	30,272	35,974	32,628
Sugar	238,298	237,433	566,345	367,952
Total .. .. £	2,171,208	1,649,374	2,410,390	2,460,293
	Exports.			
Wool	51,595	79,421	51,753	28,840
Olive Oil	856,702	721,259	621,100	433,485
Grain	..	..	105,434	118,986
Liquorice	51,673	8,736	33,692	74,242
Tartars	25,295	27,696	66,667	69,940
Almonds	94,182	68,247	58,796	70,707
Madders	125,984	125,167	193,685	339,728
Linseed	60,988	32,333	20,848	14,342
Raw Silk	118,717	142,333	65,500	281,750
Worked Silk	79,865	36,500	15,106	15,050
Total .. .. £	1,465,001	1,241,692	1,241,692	1,447,070

I must here remark that the amount entered under the heading Olive Oil ought not, in fact, to appear in the return at all. No oil is exported from Naples ; but the central Custom-house of South Italy having always been in this city, it has been for years the custom for merchants, as a matter of convenience, to pay all, or a portion of the duties on cargoes of oil here, instead of at the outports where the oil was actually shipped ; and, owing to this, the quantity on which duty has been so paid in Naples has been constantly returned amongst the Naples exports. Sub-

joined are average prices of the above principal imports and exports in 1862:—

Articles.	Imports. Prices in Foreign Money, and per Foreign Measures.	Price in English Money, and per English Measure.
	D. G.	£ s. d.
Bar Iron	4 60 to 4 85 per cantar.	8 14 9 to 9 4 3 per ton.
Sheet Iron	7 50 7 75 „	14 5 0 14 14 6 „
Codfish, Gaspé	12 50 13 50 „	1 3 3 1 5 2 per cwt.
„ St. John's	11 0 12 0 „	1 0 6 1 2 4 „
„ Labradore	10 0 11 0 „	0 18 8 1 0 6 „
Stockfish	13 0 15 0 „	1 4 2 1 8 0 „
Sugar, refined	24 0 25 50 „	2 4 9 2 7 7 „
Coffee	40 0 58 0 „	3 14 7 5 8 3 „
Coals	0 80 0 85 „	1 10 4 1 12 3 per ton.
Rum	0 90 0 95 per gallon.	0 3 0 0 3 2 per gall.
Hides	35 0 45 0 per cantar.	3 5 2 4 4 0 per cwt.
	Exports.	
Madder Roots	13 50 to 16 0 per cantar.	1 5 4 to 1 9 11 per cwt.
Tartars	0 15 0 20 per lb. of 12 ozs.	0 0 8 0 0 10 per lb. of 16 ozs.
Liquorice	36 0 46 0 per cantar.	3 7 2 5 4 9 per cwt.
Olive Oil	31 0 40 0 per salm.	37 4 0 48 0 0 per tun.
Bones	1 56 2 06 per cantar.	0 2 11 0 3 11 per cwt.
Wool	80 0 90 0 „	7 12 4 8 11 5 „
Almonds	26 0 27 0 „	2 8 6 2 10 5 „
Linseed	2 85 3 75 per tomola.	2 11 4 3 7 6 per qrtr.
Green Fruit	4 0 6 0 per box.	0 13 4 1 0 0 per box.

The principal export from these provinces is olive oil, which, as I gather from Vice-Consular returns, amounted during the last two years to the subjoined quantities and approximative values, shipped from Gallipoli:—

Ports.	1861.		1862.	
	Tuns.	Value.	Tuns.	Value.
		£		£
Gallipoli	8,337	437,744	15,476	762,432
Bari	7,234	364,618	7,133	385,195
Gioja, in Calabria	4,490	189,685	7,733	398,249
Taranto	1,600	67,200	914	43,413
Monopoli	1,183	62,846	958	47,892
Catanzaro	726	30,495	1,708	72,289
Brindisi	198	9,502	958	47,900
Castellammare	..	..	392	20,991
Pizzo and Nicastro	..	..	436	22,454
Total	23,768	1,162,090	35,708	1,800,815

The yield of olive oil throughout this country in 1861 (exported in 1862), was very large indeed, and the exports for that year show a marked increase at all the ports except Bari, Monopoli, and Taranto. It is probable that the alarm and insecurity of the roads, owing to the brigandage which prevailed to some extent in the vicinity of those

towns in 1862, prevented a larger quantity of this olive oil being brought in from the country. As in many other countries, so in Naples, there is a consumo, or octroi, duty charged on articles of ordinary consumption on entering the city. The octroi duty on bread, flour, and maccaroni was taken off by General Garibaldi, and has not been reimposed. The amounts levied on other articles, and, where practicable, the quantities of each article entered for consumption in this city, are shown in the annexed Tables, which have been carefully compiled at the municipality.

The population of Naples, for whose sustenance the articles comprised in these Tables must be held to suffice, may be estimated at 450,000. The Tables, therefore, show an average of about 75 lbs. of meat and 20 gallons of wine to each individual per annum; but it must also be borne in mind that, as in other cities where octroi duties exist, the consumption of wine at the cabarets outside the barriers is enormous.

Description.	1859.		1860.		1861.		1862.	
	Number.	Duty.	Number.	Duty.	Number.	Duty.	Number.	Duty.
		£		£		£		£
Sheep .. .. .. No.	180,324	7,814	135,198	5,856	107,640	4,664	228,215	8,609
Cattle .. .. .. ,,	19,277	15,191	17,735	13,814	21,202	16,306	21,358	16,833
Calves .. .. .. ,,	2,110	633	2,087	624	2,248	674	2,146	642
Pigs .. .. .. ,,	57,752	16,363	46,859	13,277	40,438	11,457	33,932	9,945
Meat .. .. .. Cwt.	117	36	143	44	125	39	2,700	761
Cheese, all sorts .. .. ,,	15,760	5,652	8,030	2,898	16,960	6,069	26,722	5,086
Lard .. .. .. ,,	87	18	789	162	753	155	9,210	2,060
Hams, Sausages, &c. .. ,,	3,350	1,251	2,648	989	2,408	899	4,135	1,192
Almonds .. .. .. ,,	3,157	295	3,039	284	4,471	417	4,559	453
Honey .. .. .. ,,	3,760	351	394	37	791	74	2,244	230
Olive Oil .. .. .. Tuns	5,830	25,653	5,028	22,126	4,619	20,324	5,882	25,520
Beer .. .. .. Galls.	11,623	105	8,452	77	9,533	87	16,259	144
Wine .. .. .. ,,	7,129,716	32,408	6,647,121	30,215	7,775,064	35,347	9,067,344	41,216
Spirits .. .. .. ,,	79,992	364	45,012	205	42,768	195	137,808	2,377
Oats .. .. .. Qrs.	14,979	7,414	10,500	5,199	9,281	4,594	8,776	3,441
Barley .. .. .. ,,	15	8	9	5	..	..	203	110
Caruba Beans .. .. ,,	15,646	3,872	14,923	3,693	14,697	3,637	14,363	3,776
Lime .. .. .. Tons	8,908	5,090	7,762	4,435	6,834	3,906	9,337	5,336
Coal and Charcoal	..	1,630	..	1,192	..	1,911	..	1,921
Wood	..	1,515	..	1,030	..	1,311	..	1,565
Hay and Straw	..	2,005	..	1,719	..	1,508	..	1,993
Sundries	..	418	..	387	..	224	..	3,633
Total	..	128,086	..	108,268	..	113,798	..	136,843
Stamps and Weighing ..	..	2,474	..	1,550	..	1,109	..	1,055
10 per Cent.	..	12,809	..	10,846	..	11,482	..	5,520
Grand Total	..	143,369	..	120,664	..	126,389	..	143,418

The additional 10 per cent. was charged on all receipts up to the 1st May, 1862; since which date it is charged only on the duties levied on cattle and beer.

No progress has been made on the improvement of the harbour, which is altogether too small for the shipping, and the want of adequate room occasions very great inconvenience.

The railway between Naples and Rome, with a break of a few hours on this side the frontier, over which passengers are conveyed in omnibuses, was opened late in 1862. No other addition was made to the small facilities of railway communication existing in the provinces during the year 1862.

The change of the coinage and weights to the French decimal system, introduced in 1860, still occasions great confusion in trade matters. It is not readily or willingly adopted.

Subjoined are the monthly rates of Exchange and of the Five per Cent. Public Funds during the year 1862 :—

Months.	5 per Cent. Funds.		Exchange on England.	
	Lowest.	Highest.	Lowest.	Highest.
January	63·	64·85	24·65	24·90
February	65·80	69·60	24·65	24·80
March	67·10	68·75	24·75	24·80
April	67·35	70·	24·80	25·
May..	69·70	72·65	25·	25·
June	72·	73·90	25·	25·
July..	70·05	72·	25·	25·
August	69·50	71·80	25·	25·15
September	70·70	72·10	25·	25·10
October	71·90	74·70	25·	25·
November	71·10	73·35	25·	25·20
December	71·10	72·45	25·	25·15

The above are the quotations of the Italian Five per Cent. Stock. The Neapolitan, which always ranged five to six points higher, was last quoted in December 1861.

Great insecurity prevailed on the roads throughout many districts of the interior, from the continuance of brigandage, during the year 1862. A weekly communication by steamer to the ports of the Calabrias and Puglia was established, which so far afforded considerable facilities for commercial operations; but the inconvenience from the want of security in land travelling was, and is still, a serious drawback to the extension of internal trade.

A census of the population of these provinces was taken on the 1st January, 1862. The result, as shown in the annexed Tables, gives a total increase in the numbers of the population of 174,058, in which, however, is included an increase of from 25,000 to 30,000, from the annexation of the Duchy of Benevento, formerly belonging to the Roman States. Benevento is now the chief town of a new province, formed by the annexation of districts detached from the old provinces of Terra di Lavoro, Molise, Principato, &c., which explains the apparent great diminution in the population of these provinces. Deducting, therefore, 30,000 for the town and villages of Benevento, the net increase in the population of the southern provinces amounts to 144,000, or about 2 per cent. on the population existing in 1848–50 :—

Provinces.	Year of Census.	Population.	Census of 1st January, 1862.	1862.	
				Increase.	Decrease.
Abruzzo Citra ..	1851	312,399	327,316	14,917	..
„ Ultra 1a ..	1852	231,747	230,061	..	1,686
„ „ 2do ..	1851	329,131	309,451	..	19,680
Basilicata	1851	501,222	492,959	..	8,263
Benevento	..	..	220,506	220,506	..
Calabria Citra ..	1851	435,811	431,922	..	3,889
„ Ultra 1a ..	1851	320,232	324,546	4,314	..
„ „ 2do ..	1851	381,147	384,159	3,012	..
Capitanata	1849	318,415	312,885	..	5,530
Molise	1851	360,549	346,007	..	14,542
Napoli	1846	822,142	867,983	45,841	..
Principato Citra ..	1849	558,809	528,256	..	30,553
„ Ultra ..	1849	383,414	355,621	..	27,793
Terra di Bari ..	1848	497,432	554,402	56,970	..
„ „ Lavoro ..	1848	752,012	653,464	..	98,548
„ „ Otranto ..	1848	409,000	447,982	38,982	..
Total	..	6,613,462	6,787,520	384,542	210,484

The principal city in these provinces, Naples, contained a population of 447,065 on 1st January, 1862, against 412,330 in 1846, being an increase in the number of inhabitants of 34,735. I may add that this city is, of late, much improved both in cleanliness and comparative freedom from beggars. Many new and handsome houses have been built, and better shops opened.

The following are the names and numbers of inhabitants of all the towns in these provinces, 45 in number, which returned a population of 15,000 and upwards, on 1st January, 1862 :—

Towns.	Provinces.	Population in 1862, (1st Jan.)	Population in 1848–51.
Bari delle Puglie ..	Terra di Bari ..	34,063	27,297
Foggia	Capitanata ..	34,052	24,058
Andria	Terra di Bari ..	30,892	22,372
Reggio	Calabria Ultra 1a ..	30,577	32,253
Salerno	Principato Citra ..	29,031	18,892
Caserta	Terra di Lavoro ..	27,728	25,780
Taranto	„ „ Otranto ..	27,484	17,207
Barletta	„ „ Bari ..	26,592	23,085
Molfitta	„ „ „ ..	24,958	21,596
Corato	„ „ „ ..	24,857	21,588
Bitonto	„ „ „ ..	23,832	20,965
Trani	„ „ „ ..	22,702	18,575
Catanzaro	Calabria Ultra 2do	22,451	14,765
Castellammare di Stabia .	Napoli	21,794	21,077
Cerignola	Capitanata	21,639	16,319
Lecce	Terra di Otranto ..	21,345	19,397
Maddaloni	„ „ Lavoro ..	20,257	17,323
Chieti	Abruzzo Citra ..	19,789	17,734
Avellino	Principato Ultra ..	19,761	22,154
Cava di Tirreni	„ Citra ..	19,480	22,677
Sessa	Terra di Lavoro ..	19,449	17,700
Biscaglie	„ „ Bari ..	19,056	17,584
Teramo	Abruzzo Ultra 1a ..	19,045	15,609
Benevento	Benevento	18,991	..
Aversa	Terra di Lavoro ..	18,248	18,422
Terlizzi	„ „ Bari ..	18,214	16,747
S. Maria Capua vetere ..	„ „ Lavoro ..	18,161	16,949
Lanciano	Abruzzo Citra ..	18,108	14,959
Monte S. Angelo ..	Capitanata	17,936	15,715
Cosenza	Calabria Citra ..	17,753	13,847
Francavilla	Terra di Otranto ..	17,609	16,131
S. Severo	Capitanata	17,595	16,000
Ottaiano	Napoli	17,533	19,138
Monopoli	Terra di Bari ..	17,505	18,405
Altamura	„ „ „ ..	17,365	15,254
Gioia del Colle	„ „ „ ..	17,005	13,579
Martina	„ „ Otranto ..	16,637	14,531
Afragola	Napoli	16,493	16,065
Ostuni	Terra di Otranto ..	16,367	13,955
Avigliano	Basilicata	16,176	13,684
Potenza	„	15,777	12,367
Aquila	Abruzzo Ultra 2do	15,732	11,169
Torre Annunziata ..	Napoli	15,480	12,871
S. Marco in Lamis ..	Capitanato	15,350	15,120
Sarno	Principato Citra ..	15,341	14,746

The town of Torre del Greco, near Naples, which in 1848 numbered 18,293 inhabitants, contained, at the census of 1st January, 1862, only 9,294, great numbers of the inhabitants having then fled, owing to the continuous shocks of earthquake which accompanied the eruption of Vesuvius in December 1861, and nearly destroyed Torre del Greco. The ruined houses are now rebuilt and re-occupied; and were it not for this accidental circumstance, doubtless Torre del Greco would be numbered among the towns containing upwards of 15,000 inhabitants.

Naples, August 31, 1863.

NAPLES.

Report by Mr. Consul-General Bonham on the Trade of Naples for the Year 1863.

Shipping.—British shipping at Naples again exhibits an increase during the year 1863 as compared with previous years. The number of entries of British vessels during the last three years have been as follows:—

	No. of Vessels.	Tonnage.	Crews.
In 1861—			
Steamers	102	70,426	
Sailing	136	26,416	
Total	238	96,842	4,479
In 1862—			
Steamers	119	95,292	
Sailing	220	39,678	
Total	339	134,970	5,827
In 1863—			
Steamers	153	117,789	
Sailing	211	37,313	
Total	364	155,102	6,508

There was also a considerable increase in 1863 in shipping under the national (Italian) flag, the entries of which during the last two years have been as follows, including all vessels, foreign or coastwise :—

	No. of Vessels.	Tonnage.	Crews.
In 1862—			
Steamers	632	180,378	
Sailing	2,978	238,494	
Total	3,610	418,872	43,158
In 1863—			
Steamers	953	265,441	
Sailing	3.395	207,900	
Total	4,348	473,341	55,842

The increase in steamers is, in great measure, owing to a daily postal service in Italian vessels having been established between Naples, Leghorn, and Genoa. There is also a steam postal service three times a week to Palermo, and three times a week to Reggio, Messina, the Southern and Adriatic ports. This augmentation in the number of steamers, carrying both passengers and merchandize, has to some extent superseded the larger class of sailing coasting vessels. These latter, though more numerous, are of smaller tonnage, and for shorter runs than formerly.

In vessels under French flag there is a considerable falling off both in numbers and tonnage, especially in steamers; in vessels under Greek flag an increase; in other foreign shipping little alteration.

Subjoined is a Return of the entries of those vessels during the last two years :

	In 1862.		In 1863.		Remarks.
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	
American	5	2,114	5	1,936	
Austrian	12	2,403	22	5,728	
Danish	3	415	3	344	
Dutch	49	11,135	45	10,856	
French	568	171,394	455	143,322	French { 558 steamers in 1862 / 431 " 1863
Greek	31	6,449	97	20,417	
Hanoverian..	7	903	12	1,380	
Hanse Towns	2	296	4	1,231	
Oldenburg and Mecklenburg ..	6	1,335	6	941	
Prussian	1	323	5	940	
Roman	2	168	..	..	
Russian	6	1,497	8	2,273	
Spanish	8	957	11	1,159	
Swedish and Norwegian	37	11,141	35	8,622	
Turkish	3	445	2	215	
Total	740	210,975	710	199,364	

British Shipping at Vice-Consular Ports.—There has been a falling off in the amount of British shipping at the principal oil-exporting ports, viz., Gallipoli and Gioia, in Calabria, owing to the failure of the olive crop and consequent diminished export of oil. In other provincial ports, owing chiefly to the progress of railways and large imports of railway iron, &c., there has been more activity than in previous years. The returns from the principal ports where there are British Vice-Consuls, show the following results :—

Entries of Vessels at—

Ports.	In 1862.						In 1863.					
	British.		Maltese and Ionian.		Total.		British.		Maltese and Ionian.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Bari	...	...	...	...	...	...	19	3,701	...	...	19	3.701
Barletta	...	...	...	...	...	...	8	1,367	1	47	9	1,414
Brindisi	8	1,916	18	387	26	2,303	16	3,303	81	2,450	97	5,753
Castellammare ...	16	1,991	55	12,030	71	14,021	9	2,211	85	15,191	94	17,402
Catanzarro ...	3	385	...	...	3	385	1	99	...	...	1	99
Gallipoli	84	10,148	10	637	94	10,785	41	4,137	8	386	49	4,523
Gioia in Calabria.	23	2,927	...	...	23	2,927	2	259	...	...	2	259
Manfredonia ...	...	...	...	...	...	...	31	5,925	...	...	31	5,925
Monopoli... ...	1	111	1	54	2	165	5	1,250	...	...	5	1,250
Taranto	8	1,858	5	252	13	2,110	18	2,328	1	80	19	2,408
Total ...	143	19,336	89	13,360	232	32,696	150	24,586	176	18,154	326	42 734

Harbour at Naples.—No improvement can be reported in the state of the harbour. It is far too small for the shipping which frequents it; great inconvenience is occasioned thereby at all times, and in bad weather injury to vessels from being packed too close together.

A plan for its enlargement having been partially approved, works were commenced in 1862 by throwing in large stones to form a breakwater some distance to the east of the present port; this operation was continued during the summer and autumn of 1863, but as during bad weather in this bay, heavy seas roll in from the southward and westward only, this breakwater, as it increased in size, was found to be detrimental rather than otherwise, as it checked the seas and turned the swell back with increased force into the existing harbour. The works have, consequently, been discontinued at that side.

They have now commenced working at a breakwater at the west point of the mole of the present military harbour, from which it is intended to run out a breakwater of about 800 metres in length; this, when completed, will no doubt give protection in bad weather to the numerous vessels which are constantly lying, for want of room, outside the present harbour, and, furthermore, will probably diminish the swell in the harbour itself: the works, however, progress very slowly.

It would be a great boon to commerce if the Government were to give up the present military harbour for commercial shipping, transferring the naval establishments, as was believed to have been at one time in agitation, to Castellammare and Taranto, but this idea, if in fact it ever was ever entertained, appears to be abandoned.

The Custom-house is also too small for the work which has to be got through; and the way in which the business is conducted gives rise to constant complaints and dissatisfaction. All these drawbacks, however, do not prevent a steady and progressive increase in the shipping at this port.

Imports and Exports.—The annexed returns, which I have obtained for the most part from the Custom-house at Naples, show, on the whole, an augmentation in the amount of imports in 1863, but of some articles, for instance coals, of which very large quantities are imported from England (228 coal-laden ships, measuring 55,064 tons, entered in 1863), and which pay no duty, I am unable to obtain any reliable account whatever. No proper record appears to be kept; the returns, therefore, though I believe in the main correct as far as they go, at least as regards imports, are not complete.

The large increase in the amount of iron of all descriptions is to be attributed to the import of vast quantities of gas-pipes for the city of Naples; of course, an exceptional importation which will not continue.

The quantities of salt-fish of all descriptions imported in the season 1862-63, amounted to 200,378 cwt. in 78 ships; in 1863-64 to 238,150 cwt. in 89 ships, the greater portion of which consisted of cod-fish imported direct from British North America.

The exact details are as follows:—

	Season 1862–63.	Season 1863–64.
	Cwt.	Cwt.
Codfish	128,928	120,850
Stockfish	25,000	19,000
Cornish pilchards	28,414	55,300
Spanish ditto	10,000	34,000
Herrings	8,036	9,000
	200,378	238,150

In Exports there is a considerable diminution; but as most of these pay no export duty, the record kept of them at the Custom-house is very little to be relied on.

VALUE of Principal Imports at Naples in 1862 and 1863.

Names of Articles.	Value in £ sterling.			
	1862.	1863.	Increase in 1863.	Decrease in 1863.
Coffee	137,591	144,350	6,759	..
Cotton yarn, not dyed	536,440	164,689	..	371,751
American hides	98,635	134,276	35,641	..
Iron, of all kinds	75,522	792,191	716,669	..
Indigo	7,085	12,566	5,481	..
Grain	18,281	13,675	..	4,606
Millinery	174,864	13,594	..	161,270
Worked glass	27,387	32,531	5,144	..
„ gold	49,884	41,407	..	8,477
Textiles of cotton and white muslin	126,924	360,518	233,594	..
„ wool, cloth, &c. ..	590,500	262,741	..	327,759
„ silk	174,400	151,816	..	22,584
„ mixed	42,200	42,812	612	..
Rum	32,628	31,802	..	826
Sugar	367,952	704,207	336,255	..
Salt fish	214,500	258,600	44,100	..

VALUE of Principal Exports from Naples in 1862 and 1863.

Names of Articles.	Value in £ sterling.			
	1862.	1863.	Increase in 1863.	Decrease in 1863.
Wool	28,840	22,588	.. .	6,252
Olive oil	433,485	20,941	..	412,544
Grain	118,986	7,754	..	111,232
Liquorice	74,242	69,065	..	5,177
Tartars	69,940	72,313	2,373	..
Almonds	70,707	42,532	..	28,175
Madders	339,728	334,033	..	5,695
Linseed	14,342	13,200	..	1,142
Raw silk	281,750	364,915	83,165	..
Worked ditto	15,050	4,362	..	10,688

The principal falling off in the above Return of Exports appears to be in olive oil; but, as stated in my Report for the year 1862, this item ought not to appear in the Naples accounts at all, as little, if any, oil, is actually exported from Naples. Under the old system the duty was paid to the Custom-house here, and thus, though the oil was shipped at other ports, it appears in the Naples accounts. Of grain a small quantity of the finest kind of hard wheat only was exported to Marseilles.

Subjoined are prices of some of the principal Exports and Imports during the year 1863:—

IMPORTS.

Names of Articles.	In Foreign Money and per Foreign Measures.					In English Money and per English Measures.					
	Measure.	From		To		Measure.	From			To		
		Duc.	gr.	Duc.	gr.		£	s.	d.	£	s.	d.
Bar iron	Cantar	5	50	6	0	Ton	10	16	2	11	16	0
Sheet ditto	,,	9	0	10	0	,,	17	14	0	19	13	0
Codfish, Gaspé	,,	14	0	14	50	Quintal	1	7	6	1	8	6
,, St. John's	,,	12	50	13	50	,,	1	4	7	1	6	6
,, Labrador	,,	10	50	12	50	,,	1	0	8	1	4	7
Stockfish	,,	14	50	16	0	,,	1	8	6	1	11	5
Sugar, refined	,,	23	0	25	0	Cwt.	2	5	2	2	9	2
Coffee	,,	45	0	54	0	,,	4	8	5	5	6	1
Coals	,,	0	80	0	90	Ton	1	11	5	1	15	4
Rum	Gallon	0	90	1	0	Gallon	0	3	1	0	3	5
Hides, dried	Cantar	45	0	50	0	Cwt.	4	8	5	4	18	3
,, salted	,,	24	0	27	0	,,	2	7	2	2	13	1

EXPORTS.

Names of Articles.	In Foreign Money and per Foreign Measures.					In English Money and per English Measures.					
	Measure.	From		To		Measure.	From			To		
		Duc.	gr.	Duc.	gr.		£	s.	d.	£	s.	d.
Madder-roots, 18 months	Cantar	13	50	14	50	Cwt.	1	6	6	1	8	6
,, 30 ,,	,,	14	0	15	0	,,	1	7	6	1	9	5
Cream of tartar	Pound	0	13	0	16½	,,	3	11	1	4	10	3
Liquorice	Cantar	32	0	40	0	,,	3	2	10	3	18	6
Olive oil	Salm	39	0	41	0	Tun	55	2	0	57	6	0
Bones	Cantar	2	0	..		Ton	3	18	7	..		
Wool	,,	55	0	95	0	Cwt.	5	18	1	9	6	8
Almonds	,,	28	0	30	0	,,	2	15	0	2	18	10
Linseed	Tomolo	3	20	3	40	Quarter	2	19	7	3	3	3
Green fruit	Box	5	0	6	0	Box	0	17	3	1	0	8
Cotton	Cantar	100	0	145	0	Cwt.	9	16	6	14	5	0
						Perlb.	0	1	9	0	2	6⅔
Raw silk	lb. of 12 oz.	4	80	6	0	lb. of 16 oz.	1	1	9	1	7	1

The following are the monthly rates of Exchange and prices of Public Funds in Naples, during the year 1863:—

1863. Months.	Italian 5 per cent. Funds.		Exchange on London, per £ sterling, at 90 days' date.	
	Highest.	Lowest.	Highest.	Lowest.
January	70·95	70·05	25·05	25·00
February	71·00	68·65	25·05	24·95
March	71·75	68·70	24·95	24·90
April	72·75	70·90	24·95	24·90
May	73·00	71·90	25·00	24·90
June	73·60	72·80	25·00	24·95
July	72·05	70·75	25·00	24·95
August	72·60	71·15	25·00	25·00
September	73·95	73·00	25·10	25·00
October	73·70	72·75	25·00	24·90
November	73·00	71·65	25·00	24·90
December	72·20	71·15	24·90	24·90
During the year	73·95	68·65	25·10	24·90

Crops in 1863.—A long continued drought in 1863 was injurious to many descriptions of country produce.

Olive Oil.—The crop of olives failed generally throughout the country; the total amount of olive oil exported, according to the Reports received from the Vice-Consuls hereto annexed, amounting only to 13,288 tuns, value 715,981*l.*, as against 35,708 tuns, value 1,800,815*l.*, exported in 1862.

Quantities and Approximate Value of Olive Oil shipped at the undermentioned Ports in the Years 1862 and 1863, free on board.

Ports.	1862.		1863.	
	Tuns.	Value in £ sterling.	Tuns.	Value in £ sterling.
Bari	7,133	385,195	3,222	174,408
„ Mola di			245	13,271
Barbetta	..	..	1,301	67,540
Brindisi	958	47,900	..	..
Catanzaro	1,708	72,289	246	12,606
Castellanamare	392	20,991	67	3,497
Gallipoli	15,476	762,432	5,044	275,693
Givia in Calabria	7,733	398,249	1,309	68,068
Pizzo and Nicastro	436	22,454	..	..
Taranto	914	43,413	1,336	72,947
Nunopoli	958	47,892	518	27,951
	35,708	1,800,815	13,288	715,981

Wheat and Maize.—There were, also, deficient crops of maize and wheat; but large importations of grain from the Black Sea to Castellammare, the great corn port in this neighbourhood, about sixteen miles distant from Naples, have sufficed to keep down prices, and there has, happily, been no notable augmentation in the price of bread.

Madder Roots.—This crop turned out better than expected, and there was not much falling off from the amount gathered in 1862. Much of the land heretofore planted with madder being now planted with cotton, the produce will, no doubt, be in future much diminished.

Cotton.—It is not possible to obtain any reliable information from the Custom-house as to the quantity of cotton exported from Naples during the last year. A very large extent of land was laid down in cotton cultivation throughout these provinces, and the produce was very considerable; some was used for home manufactures, but by far the greater proportion was exported to France and North Italy. By brokers and merchants engaged in this trade, the amount actually exported of last year's crop from these provinces and Sicily is estimated at 12,000,000 to 15,000,000 lbs., the value of which, according to current rates, cannot be estimated at less than 1,500,000*l.* sterling.

The profits realized by the cultivators on this article have been fabulous, and in consequence the extent of land this year brought under cultivation is increased, so far as one can judge from the accounts received from the country, from three to fourfold on what it was last year. The produce calculated on by merchants as probably available for export of the present year's crop, should the season be at all favourable, is from 40,000,000 to 50,000,000 lbs; the quantity, as is indeed proved by the price paid (1*s.* 9*d.* to 2*s.* 6*d.* per lb.), is considered very good; it is exported hitherto exclusively either to France or to North Italy for Switzerland and Germany.

Fruit and Vegetables.—The crops of fruit and vegetables were gene-

rally abundant, especially tomatas, a very important article of consumption with the Neapolitans.

The vintage was good, in some places even very abundant. Sulphur was generally and very successfully used for the prevention of the *oidium*, or vine disease.

Silk.—The silk crop was better than for several years past.

Public Works and Labour in Naples.—A considerable amount of work was carried on during the year in widening and improving streets, &c., at the charge of the Municipality, and to some extent is still continued, but with difficulty, from deficiency of funds in the city chest. Gas has been laid down through and from the Grotto of Posilippo nearly up to Capodimonte, and generally throughout the city; the principal streets are lighted with gas. Unhappily, little if any improvement has been made in the ordinary drainage and sewerage, which is in a deplorable and disgraceful state.

The people generally have full employment at fair wages as follows:—

Carpenters (journeymen)	50	grains, about,	per day,	1*s.* 8*d.*
Masons	45	„	„	1*s.* 6*d.*
Bakers	45	„	„	1*s.* 6*d.*
Shoemakers	50	„	„	1*s.* 8*d.*
Tailors	70	„	„	2*s.* 4*d.*
Ordinary labourers	35	„	„	1*s.* 2*d.*

Bread has averaged about 5½*d.* per quartern loaf; meat dear, owing to cattle disease; but saltfish, fruit, and vegetables, usually very cheap, are consumed by the labouring classes much more than meat.

The amount of octroi or consumption duties levied at the barriers of Naples in 1863 amounted to rather more than 160,000*l.*, being an increase of about 16,000*l.* on the sum raised in 1862. The increase is spread pretty generally over most articles of consumption; the only alterations worth notice being an increase of about 5,000*l.* in the amount of duties levied on wine and a decrease of 5,200*l.* in that levied on olive oil.

A new scale of octroi duties has been established for the present year, which includes bread, flour, maccaroni, &c, and is altogether very much heavier than that in use for the last three years; it re-establishes the duty on bread, &c., abolished in 1860 by General Garibaldi. House-rent has risen to a ruinous amount; still new houses are springing up in many parts, especially in the vicinity of the railway stations.

Railways.—As regards railways in these southern provinces, some progress has been made in 1863; the railway from Naples to Rome was finally completed and opened early in the year; from Salerno to Eboli opened on the 14th of June; from Ascoli, on the Tronto, to Teramo and Pescura, early in the year; and from Pescura to Foggia, opened by the King on the 9th of November, thus connecting Foggia in a continuous line of railway with Turin. The line from Pescura to Foggia, however, was not actually opened to the public till the month of May in the present year.

Progress continues to be made on the line running down the Adriatic coast from Foggia to Brindisi, a great portion of which will probably be opened during the present year; indeed, it has been already opened from Foggia to Trani. No appreciable progress is being made in any line to connect this coast with the Adriatic; the difficulty of crossing the Apennines has yet to be surmounted; works are going on, but very slowly, beyond Eboli, with the view of reaching Foggia by way of Couza; but the difficulties are very great, and it seems probable another and more direct line to Foggia will be attempted by Benevento. And, meanwhile, Naples is still without direct railway communication with North Italy.

Naples, June 28, 1864.

SARDINIA.

Report by Mr. Consul Craig on the Trade of the Island of Sardinia for the Year 1863.

With the exception of the decrease in the exports and imports of this year, it presents no movements meriting particular remark.

The increase in the number of vessels is chiefly owing to the greater frequency of postal steamers between this and various ports on the Italian coasts, and not to any increase of trade.

The decrease in the exports is chiefly due to the deficient crop of 1862, and to a falling-off on the various other articles of export from the island; viz., bacon and salt meat, beans, barley, and pulse, cheese, cork-wood, salt fish, lead-ore, raw skins, and wine. Against which there stands an increase on almonds. On live cattle there is also an important increase, both in number and value. The number exported in 1861 was 16,898 against 26,338 in 1862; and their respective values were 81,259*l.* and 103,656*l.*

It is probable, however, that the extensive exports of live cattle in this year will operate as a check upon the future, in consequence of the deterioration of the quality of the cattle and the increase of price.

In wheat, although there is a deficiency in quantity in this year as compared with 1861, yet there is a considerable increase in value—upwards of 6,000*l.* This is owing to the rise in prices in the second and third quarter of the year, which, fortunately, came as a compensation for the deficiency of the crop.

In the produce of the coral-fishery there is an increase of upwards of 8,000*l.*, in salt of 5,400*l.*, and in raw wool of 4,500*l.*; but still, on the whole, there is a deficiency of 65,051*l.* on the exports of 1862 as compared with the value of those of 1861.

On the imports there is a deficiency of 266,999*l.* in 1862 as compared with the previous year, 124,146*l.* of which occurs in articles not enumerated; the balance, 142,853*l.*, being divided among the various articles of usual import into the island, excepting only woollen and linen cloths, cotton-wool, glass and crystal, hardware, and raw wool.

Most of the articles on which this heavy deficiency occurs being among the prime necessaries and comforts of life, it confirms the general complaint of the restraint the scarcity of means is imposing upon the people throughout the island.

To heavy taxation there is now added the scarcity of farm-labourers, and the consequent increase in wages, the great increase in the expense of living, and the usurious interest which is being paid for money, viz., from 15 to 60 per cent. per annum for large sums, and, frequently, 1 centime per day per scudo of 5 francs, or 365 per cent. per annum on small sums. Such a state of things would be oppressively felt in any country, but in Sardinia, extenuated by centuries of political, feudal, and clerical rapine, without any manufacturing resources, and dependent almost exclusively upon the scanty and precarious produce of the land, the consequences must be disastrous.

The mineral riches of the island are gradually being developed, but as yet only to a very limited extent as compared with their supposed susceptibilities.

The operations on the projected railways from this to Iglesias, and from this to Portotorres, were this year confined to tracing the lines, and the result appears to have been alike unsatisfactory to the Government

and the people. The latter line, in place of being central, as was expected, is, to a certain extent, a littoral line. From this to Oristano, few complaints are made against it, but from Oristano, instead of following the course of the river Tirso through the central districts, as originally projected, it inclines to the west coast, and proceeds directly to the estate of the concessionaire at Macomer, and thence, by a most circuitous and objectionable route, to another property of his, called La Minerva, at which point it is only eight miles from the west coast, whilst it is forty-five from the nearest point on the east coast. The people are, consequently, justly and grievously disappointed with the railway, and say it is sharing the fate of most of the good things that have been promised them—that is, of having their public projects warped into private interests. It is said that nearly 100 communes have petitioned against the present tracing.

Serious troubles appear to be awaiting the progress of this project. In addition to the discontent of the people, there are the vague and undefined rights and limits of landed property in the island; and when the Commissioners proceed to the division of the so-called ademprivial lands between the railway company and the various communes, the legal and local opposition they will encounter will be such as to permit of little of these lands passing into the absolute possession of the Company except through the tribunals, all the annoyance and expense of which must be supported by the Company, as the Government is exonerated from any responsibility on this point.

Cagliari, December 29, 1863.

SICILY.

Report by Mr. Consul Goodwin on the Trade of Sicily for the Year 1863.

Trade and Navigation.—The navigation of Sicily fell from 9,200 ships in 1862 to 5,600 in 1863. The tonnage was the same in both years, namely, 1,300,000 tons. British shipping fell from 560,000 tons in 1862 to 230,000 tons in 1863. French shipping rose from 300,000 tons in 1862 to 510,000 tons in 1863. American shipping fell from 56,000 tons in 1862 to 43,000 tons in 1863. And Italian shipping rose from 260,000 tons in 1862 to 960,000 tons in 1863.

British trade underwent changes; 1st, as to direct trade inwards, 380 ships, measuring 140,000 tons brought values of 540,000*l.* in 1862, and 391 ships, measuring 112,000 tons, brought values of 380,000*l.* in 1863.

2nd, as to direct trade outwards, 567 vessels, measuring 160,000 tons, and carrying values of 650,000*l.*, went from Sicily to England in 1862, and 549 vessels, measuring 140,000 tons, and carrying values of 580,000*l.*, went from Sicily to England in 1863.

3rd, as to indirect trade inwards, 218 ships, measuring 75,000 tons, came from Trieste and Italy to Sicily in 1862, and 511 ships, measuring 121,000 tons, came from the same countries hither in 1863.

4th, as to indirect trade outwards, 221 ships, measuring 70,000 tons, went from Sicily to the British provinces and the United States in 1862, and 338 ships, measuring 94,000 tons, went from Sicily to the same countries in 1863.

The commerce of Sicily fell from 6,080,000*l.* in 1862 to 4,430,000*l.* in 1863. British trade fell from 2,110,000*l.* in 1862 to 1,600,000*l.* in 1863. French trade from 1,200,000*l.* in 1862 to 1,020,000*l.* in 1863. American trade from 530,000*l.* in 1862 to 340,000*l.* in 1863; and Italian trade fell from 760,000*l.* in 1862 to 500,000*l.* in 1863. The following is a summary of the general trade in 1863:—

Countries.	Imports.	Exports.	Totals.
	£	£	£
America, U.S.	25,018	321,008	346,026
Baltic, Belgium, and Germany	172,443	450,450	622,893
France	499,819	527,398	1,027,217
Gt. Britain and Colonies	749,460	858,063	1,607,523
Italian States	111,556	401,506	513,062
Other Countries	175,328	144,380	319,708
	£1,733,624	£2,702,205	£4,436,429

The monthly rate of exchange on England has been about 58½ taris. per pound sterling.

Public Instruction.—During the past year the education of the middle and lower classes has greatly advanced. In Palermo 27 day schools for boys and 14 for girls, 20 evening schools for boys and 4 Sunday schools for both sexes, have been founded and endowed. One-fourth of the boys

and one-eighth of the girls capable of receiving instruction have been received into the schools for the lower orders. Secondary schools for the middle classes have been established, and training schools for masters and mistresses have been opened.

Throughout the province of Messina elementary schools for both sexes have been set on foot.

In Catania 4 elementary schools for boys and a training school for girls, all well attended, have been established.

Palermo, May 19th, 1864.

JAPAN.

HAKODADI.

Report by Mr. Consul Vyse on the Trade of Hakodadi for the Year 1863.

Shipping and Navigation.—To insure the safety of foreign shipping, when entering and leaving this bay, it is most essential that a survey of the harbour of Hakodate should be made, which, up to the present time, does not exist, and the buoys correctly placed upon the two or three dangerous banks, which are the cause of frequent disasters, owing to the locality being imperfectly known to master mariners, as well as the current setting a ship very often right on to them. The formation of the land at the entrance of the harbour is well adapted for a lighthouse, which is also most necessary, could the Japanese Government be induced to erect one, materials for which they already possess, having received them some short time past from the Russian Government.

During the greater part of the year the arrivals of foreign ships at this port are but few, attributed to the inclemency of the climate, the violence of the winds, the thickness of the weather, and the force of the currents. It is with a view of obviating these impediments that I have to bring to your favourable consideration the expediency of opening another port on the west coast of the island of Niphon, in order that vessels may avoid passing through the dangerous Straits of Tsugar.

There is a Government dockyard at this port, but no operations are carried on except in repairing two small schooners, but certainly nothing that can come under the category of shipbuilding.

Trade and Commerce.—The principal exports are seaweed, timber, potatoes, tobacco, awabe, deerskin, deers' horns, fish oil, and, occasionally, a few bales of silk. Copper, of which there must be an abundance, is a monopoly of the Government, and no native merchant is permitted to sell it. The quality is remarkably fine, but the price placed upon it by Government, viz., 48 dollars per picul, renders it impossible for the foreign merchant to invest, inasmuch as the best English copper could be brought to this port for 28 dollars per picul, and then leave a very handsome profit.

The aforesaid articles are, for the most part, adapted only for the China markets, with the exception, perhaps, of a little tobacco and oil, which have been exported to Europe. Silk and tea would be brought to this port from the island of Niphon, but the passage across to Yesso is too dangerous for junks to attempt, and the duty imposed by the Government for its importation to Hakodate, renders it unprofitable for the buyer as well as the seller; the result of which is, the grower will not risk his produce, although, owing to the disturbed state of Japan, he knows he is unable to arrive at Yokohama with his silk. Several instances have lately occurred in which silk, from the Princes of Nambu and Shendai, destined for that port, was stopped on the road, and has now been offered for sale here, provided the foreigner will send his own vessel to Niphon to take delivery of the same. Again, another reason why I would respectfully request you to bring the question to the notice of Her Majesty's Government, viz.; the expediency of opening another port on the west coast of the island of Niphon.

I am further led to believe the commercial relations of this port, blended with the political incidents and scenes of outrage during the

past year throughout Japan, have tended to engender a feeling of discouragement respecting the supposed want of success which has attended the trade carried on here by foreigners.

The monopolies encouraged by the Government, and carried out, certainly, to some extent, by the Custom-house officials, have doubtless favoured these impressions.

I have deemed it, therefore, very desirable to arrive at a positive knowledge of the exact position of British and foreign trade in general at this port during the past year, and with this view I issued a circular calling for the expression of opinion on the part of British merchants established here in respect to the actual condition of trade.

This circular, of which a copy is also inclosed, has been responded to by letters from two out of the three British resident merchants. I have the honour to call your attention to the considerable diminution in the imports, which are quite insignificant. There is a small increase in the exports over the corresponding return of the year 1862.

The general character of complaints set forth in the merchants' letters relate to currency, credit, non-fulfilment of contracts, and the interference of the custom-house with the free action of trade. The internal trade of the island of Yesso, however, is not very extensive, and a variety of regulations are in force, the object of which is to protect and encourage home industry. The prices of goods are not enhanced by imports of any kind, and communication between the great markets and all parts of the empire by numerous coasting vessels. Accounts are also published, from time time, of the general state of trade and agriculture, and of the prices current for the chief articles of traffic at the trading towns of Yeddo, Miaco, Osaca, Simonosaki, Sanga, Kokoura, Nagasaki, Tosa, and Matsmai.

An edict, published in 1637, and still in force, makes it a capital offence for the natives of Yesso to travel into other countries, and their seamen, even when accidentally cast on foreign shores, are, on their return, subjected to a rigorous examination, and sometimes tedious imprisonment, to purify them from the supposed pollution contracted abroad; and I have reason to believe that this law does not confine itself to Yesso only, but applies to the whole of Japan.

The laws of Hakodadi are severe, vindictive, and sanguinary. Fines are seldom imposed; banishment to the mines, imprisonment, torture, death by decapitation, poison, and impaling on a cross, are the ordinary penalties of crime, the shades of which are little distinguished. It frequently happens, also, that the Courts visit with punishment not only the delinquents themselves, but their relatives and dependents, and even strangers who have accidentally been spectators of their crimes.

The prisons are gloomy and horrid abodes, containing places for torture and private executions, besides numerous cells for solitary confinement.

The police is extremely strict for the maintenance of order, the punishment of delinquents, and the registration of births, deaths, and marriages.

Agriculture.—The information that I am able to furnish is but little. The northern latitude of this island prevents any great enterprise being displayed in this line.

The agriculture of this island, when compared with other parts of Japan, is very limited, buckwheat, hay, turnips, carrots, and onions being the chief productions. Rice is not able to be cultivated on account of the severity of the climate.

Population and Industries.—There is one lead mine in my district, at a distance of 12 miles from Hakodadi, but, from the imperfect manner in which it is worked, the Japanese Government lose more than they gain, half of what is dug up being washed away when undergoing the

process of purification. The labourers of this establishment are, as I am informed, convicts.

There are one or two foundries in the town, where they have made, during the past year, it is reported, about fifty pieces of brass ordnance, consisting chiefly of twelve inch mortars; shells are likewise cast at the same foundry in large numbers.

The principal occupations during the few summer months in this climate, of the natives, is felling timber, to be converted into charcoal, besides that of fishing and collecting sea-weed. The population of Hakodate is exceedingly variable, the town having so rapidly increased that it is almost impossible to arrive at any correct estimation.

Public Works.—None, with the exception of two forts, plans of which I have the honour to inclose. The larger one of the two has been, I am told, in course of construction for the last three or four years, and is now far from completion. In the centre is a large building destined to be the future residence of the Governor.

The smaller fort is situated at the entrance of the harbour, and is being completed under the supervision and direction of a Russian naval officer, attached to the Consulate. This fort, when finished, will mount twenty-four guns, which were presented to the Japanese by the Russian Government, once the armament of the Russian frigate "Diana," lost some years past off Simoda.

General Remarks.—The interference of the Tycoon Government with regard to foreign trade is too apparent at this port, from the fact that no Japanese can enter Hakodadi, or have commercial intercourse with any foreigner, without the permission sought and obtained from the officials, who take note of any goods he may bring, or any business he transacts, and then claim an exorbitant per-centage or squeeze, which is not only in the greatest possible degree detrimental to trade, but the severest check possible to its fair and natural development; but such is the fear of the lower classes for the officials, that they dare not come forward as witnesses to prove this, though the fact is well known to the residents here.

The following is an instance:—M. Gaertner, representative of a Prussian firm called Messrs. Kniffles and Co., entered into a contract to purchase silk from some Namba merchants, who had come over to Hakodadi for the purpose of trade.

The terms of the contract were 5,000 Mexican dollars in advance; but as security for this sum advanced, should the contract not be fulfilled, M. Gaertner required two Hakodadi merchants to enter into bonds for that amount, which was accordingly done by giving him a lien on their property.

The contract was then taken to the Custom-house, and shown to the officials, who became indignant that it had been made without their interference.

One officer, named Shirotoru, sent for the merchants in question, and informed them that unless they gave him 1,000 cobangs, he would stop the contract and report them to the Governor for having given a foreigner security upon their land and houses, which, he said, was a disgrace for any Japanese to have done.

Some other facts have lately come under my notice which convinced me that many of the reports spread about the generality of Daimios being inveterately opposed to foreigners is erroneous, and are set on foot by the Government for the express purpose of preventing any possible intercourse with them, and guarding the more jealously the monopoly of foreign trade which the Tycoon enjoys, to the detriment of these independent Princes, who are most anxious to have a share in it, and which would be immeasurably increased were it thrown open to all alike.

The agent of one of these Princes came, not many months ago, to Hakodadi, and stated that his master was anxious to trade with foreigners, but did not know how he could manage to communicate with them, as, if the Government officials were to know anything about it, he would get into trouble—notwithstanding an officer himself of high rank, with considerable powers from his Prince who sent him; he was, therefore, at last compelled to leave Hakodadi without having fulfilled his mission.

These instances are of themselves sufficient to show how extremely jealous the Tycoon Government is of foreigners coming in contact with any of the independent Princes, and their only motive can be, to keep for their own benefit the monopoly they at present enjoy.

I do not feel at liberty to mention the names of any of those from whom I have learnt these facts, as by doing so I might cause trouble to them; but were it necessary I might go on enumerating many more instances where the interference of the Government is prejudicial to the natural development of trade.

I might also touch upon many other points not only to prove the continual interference of Government with trade, but also to show that they are ever ready with some plausible excuse to evade carrying out their part of the agreement, whilst foreigners are obliged to carry out theirs to the letter, which quite proves that their system is a bad one, and one which can never benefit commerce.

Hakodadi, January 1st, 1864.

Mr. Consul Vyse to Messrs. Porter, Denis, and Blakiston, of Hakodadi.

Gentlemen, *British Consulate, Hakodadi, January* 1, 1864.

I have the honour to communicate with you, as members of the British mercantile community established at this port, for the purpose of eliciting the expression of your views in writing, respecting the workings of foreign trade at present conducted under the surveillance of the Japanese Goverment, and especially under that of the Custom-house authorities. The object of this inquiry on my part is to ascertain the real situation of British trade, as derived from the practical experience of those most immediately and personally interested. It is not so essential to seek information respecting the extent or growth of the commercial operations, as this is derivable from the ship's manifests; but I am anxious to be exactly and correctly informed as to whether any other port on the west coast of Japan could be advantageously opened, and the name of the same: also as to the real obstructions and restrictions, or other measures directly detrimental to the permanent interests of commerce to which merchants are now subjected by the action of the Japanese Government. What facilities have been accorded, or difficulties removed, during the last twelve months, and what direct or indirect obstructions, if any, have been additionally imposed during the same period. Such observations as you may deem it necessary to make upon these points will, for obvious reasons, be more practically useful to me, while dealing with them in proportion as you are enabled to accompany your statements with facts which cannot fairly be questioned by the local authorities, although proof may be difficult of attainment.

I have, &c.

(Signed) F. HOWARD VYSE, *Consul.*

Mr. Porter to Mr. Consul Vyse.

Sir, *Hakodadi, January* 7, 1864.

In answer to your favour regarding foreign trade in Japan in general, and that of Hakodadi in particular, it is with much pleasure I give you my opinion of the same, although I fear it will be but little worth, as I was not brought up to be a merchant. However, as I have resided over four years in this port, you shall have my experience during that time.

On our first starting trade we had much more difficulty than we have now with the Custom-house authorities and other Government officials in general; but of course this was to be expected, as the Japanese knew little or nothing of foreigners, and were very cautious accordingly: but at present things are far better, and the Custom-house officers cause us little or no trouble, indeed, in many cases, they are often very obliging; but in cases of dispute between foreigners and Japanese, as in cases of contracts or otherwise, it is but poor satisfaction the foreigner gets generally, if he trusts to the native authorities to settle such matters; and, indeed, in matters of consequence, when we have to call upon our respective Consuls for their assistance, if it should be in the favour of the foreigner, indeed, they will prolong a case and make it as tedious as possible, throwing every difficulty in the way, which is rendered generally much worse by the very bad interpretation of the native intepreters, who very often interpret just the contrary to that which has been said.

Regarding *Imports* to this port, little or nothing is imported of foreign produce for native consumption, there being little or no demand.

Exports.—The principal are seaweed, timber of various kinds, dried fish, deer-skin's, deer-horns, fish-oil, tobacco, potatoes, charcoal, and but little else. Indeed, the trade of Hakodadi is but little worth, and could be well done by one or two firms or agents, who would then make a little money, probably; but, as the goods are mostly of that cheap and bulky nature, the freights become very high to get them to a market, which makes the profit small. As we are so far away from the nearest China port, such goods as silk or tea are hardly known here. Our principal exports are to Shanghai, sometimes to Nagasaki and Tien-sin. But two vessels have as yet been sent to Europe, viz., the "Sea Witch," with a cargo of oil, and the "Alpaca," oil and tobacco, in the year 1862. Salt is lately exported into Northern Russia, principally by the Russian Government transports.

The greatest detriment to our trade is the *Exchange.* The Mexican dollar, four years ago, was worth its weight in itzebues—a native coin or copper cash 5,321, but to-day the market value of the dollar is but cash, iron, 3,600; consequently, in purchasing anything, we have to pay a much higher rate accordingly. For instance, sea-weed that, four years ago, we could buy for 1.60 dollar up to 7.70 dollars, we now pay 2.80 dollars, which, if not for exchange, would be equal to 1·90 dollars. Thus it is that our trade in Japan is ruined, and what ought to be the merchant's profit, according to Treaty rights—see Article X. British Treaty—is entered up in exchange to the benefit of the Japanese Government: but, as we are here, we are obliged to bear it. In consequence of this, doubtless, the trade has not expanded so much as it may have done in the four years I have been here. I see but little difference to what it was when I first came. In speaking of exchange, I may also remark on the peculiar fact that a Mexican dollar belonging to any foreign Government official is at all times worth to the Japanese Government 3 itzebues, or 5,100 case. It would be well if the dollars of the merchants were of

the same value. Doubtless there are many ports on the west coast of Niphon that could be advantageously opened, but belonging to independent princes or Damios, many of whom, I believe, would be glad to open their ports to foreigners and foreign trade if the Tycoon's Government would permit. I think I may mention the following Princes:—Singaro, on the north end of Niphon; Xanga, Shendai, and Aitchezen-no-kami. The three last Princes' dominions are on the west coast of Niphon. Doubtless many of these Princes or Daimios are very friendly disposed to foreigners. Indeed, such has been proved by the particularly kind and very generous manner in which they have acted in cases of wreck, viz., "Cavalier," an American barque, wrecked on the shores of the Prince of Meto; and that very recently of the "Egeria," British barque, on the shores of the Prince of Matsmai, when they built houses, rendered every assistance to save property, fed and took every care of the people. Such kindness could not be surpassed in any country, and is very rarely equalled in our most civilised countries. The greatest obstruction to our trade is, as I have before mentioned, the exchange, which is ruinous to the foreign merchant. I may also add, relative to the peculiar system of trading in Japan, viz., through the banto of a firm,—that is, the native clerk and petty broker—who do their business in their own names—is extremely insecure, and it would be well if such a system could be done away with, particularly in cases of contracts, where it may be necessary to advance money, which is the case sometimes; which, if on the security of the merchant himself, would probably be safe, but, in his banto's or broker's name, always falls through if brought before the native officials; who are sure to say he is very poor and cannot pay, although at the same time they well know the merchant who owns the goods, whatever they may be, if for sale, or who he is who may have bought from a foreigner. But how to remedy this evil I cannot well say or advise, but a foreign merchant must be careful how and with whom he deals.

With regard to what facilities have been accorded or difficulties removed during the last twelve months, I know of no particular change for better or worse during this period, but I may refer to the translation of an edict from the Governor, which you circulated lately. By it I see, although it is very difficult to understand the interpretation, the Governor desires that no credit shall be given, in future, by either Japanese or foreigners. This, I think, should remain entirely with the merchant's own good judgment. In all mercantile countries it becomes necessary at times, particularly in large transactions, to have some faith in one another; and frequently it is also very necessary for a purchaser to advance on a contract. But of course, in so doing, any merchant ought to be very careful how he acts and whom he trusts. Any interference of the Governor in such matters, unless called upon, would, doubtless, be an undue interference in trade, and be highly injurious. It is an old saying, I believe, that "credit is the soul of trade." Doubtless it is required sometimes.

Junks.—Oftentimes it would be a very great advantage when goods, which have been purchased by a foreigner, and they are on board a junk in the harbour, and the foreigner is loading a vessel, it would be very convenient, and would also save much time and expense if the native authorities would permit the junk to go alongside the foreign vessel and discharge at once into her, instead of having to land the goods and ship them off in cargo-boats, as we have now to do. When first I came here, junks were permitted to do so, and it was particularly convenient. And there is another advantage by discharging at once from the junk into the

foreign vessel, which is, that the goods are not injured by the weather, as now they are, by being put into an open boat and landed, and must be carried to the storehouse, wherever it may be, to be inspected, then carried back again to a boat and re-shipped and exposure—which is quite useless, particularly at this time of the year; and, even in the summer time, when it is wet—puts us to very great inconvenience, which is not necessary, and should be done away with. About two years ago this was tried in Her Britannic Majesty's Consulate before Mr. Eusden and others, all the Consuls here at that time gave it as their opinion that the junks should go alongside foreign vessels, if required to do so; also that they could not come under the Treaty Clause VII or Regulation II as transhipment, as by transhipment was meant from one foreign vessel to another foreign vessel, and that junks should be considered as cargo boats, and the duty on all goods shipped by them should be paid for as any other, according to Treaty. The Consuls at that time were Mr. Eusden, Mr. Goskavitz, and Mr. Pitts, Acting United States Commercial Agent.

I think I cannot give you further information just now relative to your inquiries; but if, at any future period, you should wish anything more, I shall be happy to render you such to the best of my knowledge.

I am, &c.,

(Signed) ALEX. P. PORTER.

A FORM of Proclamation about to be issued to all the Japanese people in the town of Hakodadi and neighbouring villages by the Governor.

Respecting the business transactions with the foreign merchants, the Japanese merchants have hitherto received the money in advance for the goods, or delivered the goods on condition that the money for the same will be received afterwards; but the difficulty takes place frequently. The goods here, according to the contract made for, or not paying the part of the value on goods, such difficulty will arise by making an unsuitable agreement for their profit; therefore it is herewith ordered for the future, that the trade business shall be transacted in the ready money, with the exception of goods which can be brought here with certainty.

A notice has been given by the respective Consuls to the foreign merchants here on the subject.

(Signed) GOVERNMENT AT HAKODADI.

Bunguieu, 3rd Year, 8th of 12th Month.

Mr. Gaertner to Mr Consul Vyse.

Hakodadi, January 30, 1864.

Dear Sir,

IN answer to your letter, dated the 1st of this month, I will try to the best of my knowledge and experience to furnish you with an account of what has been done in commerce this last year, and express my opinion in general about the future prospects of this port.

The exportation here, and I believe the business in general of last year, compared with the former, has been far more brisk and better, undoubtedly influenced by the long troubles and disturbances in the south, of which this place has not as yet been molested. The reason alleged that the Japanese merchants, who were accustomed to export the greater portion of the northern products to the south, where they generally found a better market than here, have been more or less frightened by the warlike reports from some of their own Daimios, and concluded to sell their goods here.

This port has been, therefore, better supplied with exports, and the greater part of the shipments from here found a better market in China, as only little was to be got of the northern products from the other open ports in Japan.

The principal article for export from here this year has been sea-weed, and I believe that shipments without exception have been attended with more or less good advantage. Other articles for the Chinese market, such as awabi, erico, hosate gai, cuttlefish, tobacco, deer horns, shipped in small quantities, have been remarkably scarce all the past year, notwithstanding willing buyers were to be found amongst the foreigners.

The timber trade used to be the principal business between here and China, but being under the influence of very unfavourable reports from Shanghai last year, only few shipments have been effected.

The direct European trade has been but small during the past year, not so much for the high prices as for the real want of merchantable articles. Fish oil, tobacco, copper, skins, &c., are all of great value for the European market. Only one cargo was procured, consisting of fish-oil, awabi shells, sulphur, tobacco, deerskins, and several small quantities of deer tallow, dyeing stuffs, hemp, silk, &c. All the above-mentioned articles for European trade are most important, and a good business could have been done, if this place had been better supplied.

Hakodadi, supposed to be the harbour for northern trade in Japan, situated unfortunately on a desolate island, where there is little or no cultivation, is separated from the continent of Niphon by the Sangar Straits, known to be, owing to the currents and winds, one of the most dangerous passages on the globe for foreign vessels, especially for Japanese junks. It is, therefore, no more than natural that this circumstance is a great drawback (and perhaps the only one) for the trade here, as the Japanese have to run a great risk in sending their goods across the straits. Scarceness of stocks and comparatively high prices are the natural consequences.

Hakodadi has one of the finest harbours, protected and good anchorground, and I believe only for that reason foreigners could have been induced to choose this port for trade, as no better harbour was known at that time, and I am sorry to say until the present moment no survey yet has taken place on the north coast of Niphon.

Ithave no doubt that sooner or later a good or better harbour will be found on Niphon side, and, if possible, on the west coast, to be opened for trade, the more so as Niagata "was found to be" not fit for foreign vessels to enter.

The best proof of the little or no prospect of Hakodadi trade is, that after five years being opened for foreigners, only six merchants thought it advisable to go into business here, out of which one, agent for one of the first houses in China, liquidated and left last year, of course, only for the simple reason that the business would not pay.

It would be ridiculous to speak about import business of this port, as none exists.

As regards the Japanese Government, or Custom-house officers here, I cannot bring anything up particular to complain of, but I am sorry to say, that in all instances I found Japanese officials sooner injuring than favouring the trade of foreigners.

I conclude with the sincere hope, that you will succeed in influencing with your knowledge of this port in getting another port open instead of Niagata, if possible, on the west coast of Niphon.

I am, &c.

(Signed) A. Gaertner.

Mr. Denis to Mr. Consul Vyse.

Sir, *Hakodadi, February* 19, 1864.

In answer to your letter, dated January 1st, I beg to apologise for not having answered sooner, as I had other business to attend to. As regards the trade of this port, it has really increased very much since my sojourn; and there is every prospect of continuing and increasing a little every year, if only the Imperial Government would not interfere with the Japanese merchants as they do, by heavy bribes and duties. Combo and sea-weed, which is our principal article of export from this island, which will amount to very nearly 100,000 piculs from August 1863 to August 1864, being one year's supply, or generally sea-weed combo season. The year previous, from 1862 to 1863, it did not reach even 30,000 piculs. Last year, being such a good harvest, we fully anticipate the incoming season 1864 to 1865 will amount to 60,000 piculs. After a good year's supply we generally get a bad one, not only in combo, but cuttle-fish, awabe and crico, and many other stuff. As regards cuttlefish, the year previous we had a very large supply, viz., October and November 1862 to 1863. But last year, from October and up to this present date, to the best of my knowledge, I believe there has not been 100 piculs shipped to China. The combo comes from the north-east end of this island, and that part of this island belongs to the Daimio of Shendai. This island is divided into seven parts: the first and largest belongs to the Imperial Government of Japan; second lot, which belongs to Daimio Shendai, the richest and most productive of all the other lots put together, all the combo coming from this coast; besides that, the fishery is carried on to an enormous extent, and are exported principally to Osaca, Hiogo, Nagasaki, Yedo, and the south of Japan.

The sea-coast, which belongs to Shendai, is again divided into several lots, and farmed out to many principal merchants both here and in the country, for which they pay an annual income-tax according to the profit they make on the combo, to the Shendai officials or Governor, besides the duties. There are only six principal combo merchants or farmers in Hakodadi. They are compelled, according to Japanese laws and customs, to let others in town sell their goods, which must go through what the Japanese call "toyces." In this place we have seven toyces, and all produce must go through their hands, and they are again responsible to their Government for export and import duties. Just before the closing of the last Japanese old year, they paid to the Government for one year's duties, which amounts to $30,000, counting by order of the Custom-house at 3,965 cash per dollar, while the market was only about 3,650 cash per dollar. The business is really carried on by junk captains on their account, or by owners of the junks, represented by their captain. For example: a junk man comes from Osaca in 1864, and arrives here in June, and brings the produce of the south up here for sale. If he cannot sell it at once, it is stored in a To-y-a's godown, and then proceed to comboo coast. The year previous, in September, 1863, he advances to any of the comboo farmers $5,000, say the half advance money, for which he gets a receipt for the same, and in July 1864, he again pays the other half $5,000, and in return gets the comboo farmer's order on his agent at comboo district to deliver to him the value of $10,000 at To-y-a's price. Then he is obliged to get his comboo from the farmer's agent through a To-y-a, for which he pays the To-y-a's commission, being 20 per cent., and also pays 20 per cent. duty to Shendai officials; and on his arrival here, if he found the market in demand for combo, then he has to pay 20 per cent. duty, and also 20 per cent. commission to the To-y-a, and again, the To-y-a does not sell it direct to foreigners, but gives the same to a broker, and he gets

his one and a-half per cent. on the price he sells. Suppose the combo was valued at $\$2\frac{1}{2}$ or $\$2\frac{3}{4}$, he gets his one and a-half per cent. on that. Then the owner of the combo pays the crew of his junk according to the profit he makes on his cargo. The system is carried exactly as on board all whale ships—what they call "tay." I believe every article is carried on in the same system throughout Japan, whether he is a junkman or merchant, but everything must go through a To-y-a.

Awabee and Erico.—A very large business can be done in these valuable articles, but owing to a restriction being still put upon them, as the Imperial Government yearly sends large quantities to Nagasaki for sale either to the Chinese guild or to foreigners there. Awabee from Kanga and Shandai is yearly exported to Yedo and Nagasaki, and I have endeavoured vainly to break the old custom, but as yet have not been successful. These articles would be sold cheaper to foreigners, if the ports of Japan were open, and free trade with every Daimio in Japan. Fishing is carried on to a very great scale on the north-east and east coast of Yedo, all the Therie island, which belongs to Shendai, viz., codfish, herring, mangoosoo, boon, kasoabie, tako, farmorie, and many other kinds of fish too numerous to mention, are exported in large quantities to Yedo, Osaca, Niegata, Chiko, Kohoo, Nagasaki, either direct, or *viâ* Hakodadi. Fish oil, dregs of salmon, dregs of every kind of fish after the oil has been extracted, are likewise sent down south, and is used as manure. Hardly any of this stuff is exported to China.

Timber.—The principal part of this article comes from Isagaru, Akita Nambu, such as soft wood planks and round spars—especially Isagara, there is any quantity of timber to be had, if only we had an open port there for exporting the same. Spars are to be had from 30 to 140 feet, and also 60 to 70 feet long, and soft wood planks from 18 to 20 feet, and 45 feet to 65 feet. The greatest drawback is in bringing across the straits, and moreover the Japanese junks up here are not built for carrying long timber or planks. The average length of planks imported are from 6 feet to 12 feet, and 14 feet, and sometimes you get longer ones. Spars of 30 to 42 feet have been brought across by junks, which generally come from the south. Of timber alone, both round and square, and planks, there is sufficient work for twenty to twenty-five vessels a-year, if there was any great demand for timber in China. Hardwood comes from Yedo Island, such as narah (oak), tamoglie (a kind of hard wood) in any quantity up to 30 feet and 36 feet long, by 14 inches square, and by 12 inches and 28 inches. Much longer size of timber can be procured in the island, if required; but as there is no demand, natives do not cut them, The Yedo oak is really good—both in strength and durability equal to British oak. I certainly beg to draw Her British Majesty's Government Dockyard officials to it, especially for man-of-war building purposes. I am certain it would do well in England, and realise from 1*l.* to 1*l.* 10*s.* per load less than teak—that is, from 12*l.* to 14*l.*, if the market continues as it has been for some years. Teak costs now in India 6*l.* to 6*l.* 10*s.* on good London bills, three months' sight. As real good oak is now getting scarce, both in England and also Dantzig oak, I would strongly recommend Yedo oak.

From Japanese officials' information, I have been told that the interior of this island is thickly covered with large forest, especially all along Volcano Bay and Yedo, Shendai territory. To extend our trade with Japan I strongly urge Her Britannic Majesty's Government to open the whole coast of Japan, and have full liberty to trade with the different Daimios' people, or otherwise have three more ports open, viz., Osaca,

Eshee-no-ma-gee, and Na-na-o. Osaca is the principal trading town in Japan; Eshee-no-ma-gee is a large trading town is Shendai, and if it was open to foreigners, it would be a place of great importance, as all silk which is grown in Shendai and Namboo will find its way easier and quicker to that port than to Yokohama. It possesses a large bay with deep water for any size of foreign-built vessel. Besides silk it produces tea and tobacco in large quantities, and so does also Namboo. If the place were open I feel confident that it would injure the port of Yokahama a great deal. There ought also to be a port open on the west coast of Japan, and that place should be in Kanga's dominions, instead of Nugata. The place, I believe, is, from their officials' own account, a fine harbour, with very deep water for shipping and well sheltered. It is called Na-ma-o. Just opposite to this town there is a flat island of eight miles long, and three and three-quarters miles broad. This is for foreigners to dwell. There are two channels leading to the place. West channel 30 fathoms, and 7 fathoms eastward, and in the bay 10 to 15 feet deep. Produce grown in Kanga is tea, silk, tobacco, rapeseed oil, wax and rice in enormous quantities. Native produce from Akita, Etzezeen, and round about Kanga, will find their way very soon, if there was no restriction being put them. My opinion of the Imperial Government of Japan is, that they do all they possibly can to mar the trade with the foreigners. It is them, and not the Daimios. We had a very good example of late when the "Egeria" was lost near Matsmia.

I remain, &c.,
(Signed) JOHN H. DENIS.

A SYNOPTICAL and Comparative Table of the Export Trade to Foreign Countries at the Port of Hakodadi during the Year ending 31st December 1863, specifying the Description and Quantities of Commodities, as well as their declared value, and distinguishing the national character of the Ships in which they were Exported.

Commodities.	Quantities, and in what Ships, exported.						1863.		1862.	
	British.	American.	French.	Prussian.	Dutch.	Russian.	Quantity.	Value.	Quantity.	Value.
								Dollars.		Dollars.
Awabee ... ...piculs	2039·51	163·72	...	45·48	52·52	200·50	2501·73	22,702 11	1,036·71	14,495 20
Charcoal ... ... ,,	...	47·12	72·00	...	195·75	...	314·87	270 46	649·97	262 20
Comboo ... ... ,,	47,047·23	12,143·38	2,426·13	11,182·42	1,671·09	2,967·35	77,537·60	177,122 61	4,120·74	79,380 63
,, (cut) ... ... ,,	27·23	70·00	...	...	...	...	97·23	337 25	619·53	1,186 95
Cotton (manufactured) ... ... ,,	...	45·00	...	...	...	...	45·00	750 88	...	...
Cuttle-fish ... ... ,,	...	434·09	...	...	569·52	427·14	1,430·75	9,256 74	2,102·85	13,562 39
Deer-horns ... ... ,,	370·85	...	...	...	...	81·06	451·01	1,587 82	...	...
Deer-skins ... ... ,,	...	3·50	...	...	...	...	3·50	168 75	...	...
Firewood ... ... sikies	237·36	107·48	267	15·40	38·86	...	6,037·84	526 80	3,898·20	467 02
Fish-oil ... ...piculs	2,105·56	...	...	...	...	...	2,105·56	5,474 45	3,644·69	10,205 15
Gensing ... ... ,,	3·399	...	...	...	...	...	3·399	1,019 70	82·11	22,739 90
Hotadikaimi ... ... ,,	248·67	84·69	...	126·35	...	...	459·71	3,946 21	...	...
Trico ... ... ,,	238·85	114·47	59·45	133·05	33·79	32·64	612·25	10,648 83	262·69	5,085 05
Oars ... ...pieces	386	...	...	...	...	...	386	6 88	1,044	257 83
Planks (hinoki) ... . ,,	15,468	34,804	146	2,030	470	...	50,918	5,539 67	20,238	3,398 34
,, (hardwood) ... ... ,,	9,100	7,564	...	138	77	...	16,379	5,498 62	19,757	5,383 95
,, (Sugi) ... ... ,,	84,809	108,444	...	10,303	10,807	...	214,363	8,447 32	17,632	1,501 95
,, (pine) ... ... ,,	2,415	9,993	...	...	...	...	12,408	769 12	5,366	298 53
,, (tar'ki) ... ... ,,	3,164	1,950	...	...	...	600	5,714	154 06	34,685	705 60
Pony	1	...	...	...	...	...	1	13 00	2	13 57
Potatoes ... ...piculs	431·23	477·80	...	30·00	...	...	939·03	648 68	4054·47	2,230 78
Saltpetre ... ... ,,	62·50	56·00	...	...	...	...	118·50	486 45	343·50	2,438 06
Samenhile ... ... ,,	17·12	...	...	...	...	...	17·12	99 39	...	...
Seed-oil ... ... ,,	...	47·12	...	...	...	...	47·12	162 37	8·00	101 17
Silkworms ... ... ,,	0·87	...	...	...	...	...	0·87	87 00	...	...
Shark-fins ... ... ,,	...	12·00	...	...	...	...	12·00	67 50	...	...
Timber ... ...pieces	1,646	1,630	...	142	93	...	3,511	6,151 20	1,147	2,718 99
,, (hinoki) ... ... ,,	1,503	...	...	...	126	...	1,629	688 09	2,090	212 76
Tobacco ... ...piculs	2,225·62	...	34·00	...	...	...	2,259·62	5,926 58	106·00	379 69
Wax ... ... ,,	31·19	...	...	...	...	...	31·19	492 33	...	...
Total	...	...	...	...	...	...	...	269,050 92	...	167,025 71

REGISTER of Foreign Vessels entering the Port of Hakodadi during the Year ending 31st December, 1863.

Name.	Rig.	Flag.	Tons.	Whence Coming.	Whither Going.	Arrival.	Departure.
Japan Packet ...	Brig	Dutch	220	Shanghai	Shanghai	Feb. 2	Feb. 24
Ida	Schooner	American	289	Yokohama	,,	,, 16	March 13
Nellie Merrill ...	,,	,,	297	Shanghai	,,	March 22	April 14
Comet	Barque	British	336	,,	,,	,, 31	,, 24
Water Witch ...	,,	,,	236	,,	...	April 20	...
Massachusetts ...	,,	American	364	Honolulu	Cruise	,, 23	May 2
Cicero	,,	,,	241	,,	,,	,, 25	,, 2
Milton	Ship	,,	387	,,	,,	,, 26	,, 2
Covington	Barque	,,	350	Cruise	,,	May 14	,, 23
Angenette	Brig	,,	233	San Francisco	Amoor River	,, 23	,, 25
Japan	Schooner	Russian	250	Shanghai	Shanghai	,, 23	June 5
Ida D. Rogers ...	Brig	American	216	San Francisco	Amoor River	,, 24	May 26
Josephine	,,	,,	259	,,	,,	,, 26	,, 30
Nellie Merrill ...	Schooner	,,	297	Shanghai	Shanghai	June 2	June 20
Wavelet	Barque	,,	220	,,	,,	,, 19	July 7
Barracouta	,,	British	381	Ningpo	,,	,, 23	,, 3
Teresa	,,	,,	354	Yokohama	,,	July 22	Aug. 15
Ida D. Rogers ...	Brig	American	216	Amoor River	San Francisco	,, 24	,, 7
Gov. V. Zwieten ...	,,	Dutch	270	Yokohama	Shanghai	,, 30	,, 12
Nellie Merrill ...	Schooner	American	297	Shanghai	,,	Aug. 2	,, 22
Pacific	Barque	,,	459	,,	,,	,, 5	,, 26
Lady Elizabeth ...	,,	British	467	,,	,,	,, 6	,, 25
Osake	,,	American	386	,,	,,	,, 8	,, 20
Osborne	Schooner	British	327	,,	,,	,, 10	Sept. 3
Eliza Mary	,,	,,	126	,,	,,	Aug. 17	Aug. 31
Comet	Barque	,,	336	Nagasaki	,,	,, 24	Sept. 7
Renown	,,	,,	440	Shanghai	,,	,, 27	,, 21
Egmont	Ship	,,	668	,,	,,	Sept. 1	Oct. 10
La Monette... ...	Schooner	French	136	,,	Tientsin	,, 3	Sept. 14
Thomas Dryden ...	Barque	British	450	,,	Shanghai	,, 6	,, 26
Looling	,,	Prussian	220	Nagasaki	,,	,, 21	Oct. 2
Ida	Brig	American	289	,,	Nagasaki	,, 22	,, 20
Josephine	,,	,,	258	,,	Shanghai	,, 23	Nov. 3
Trave	Barque	British	441	,,	,,	,, 23	Oct. 23
Egeria	,,	,,	362	Shanghai	,,	,, 23	,, 29
Eliza Mary	Schooner	,,	126	,,	,,	Oct. 1	,, 16
Osaca	Barque	American	386	,,	,,	,, 6	,, 25
Kahlamba	,,	British	298	,,	,,	,, 7	,, 22
Osborne	Schooner	,,	327	,,	,,	,, 9	...
Dove	,,	Prussian	124	,,	,,	,, 9	,, 16
Zodiac	Barque	British	375	,,	,,	,, 17	,, 26
Comet	,,	,,	336	Nagasaki	Nagasaki	,, 17	,, 27
Teresa	,,	,,	354	Shanghai	Shanghai	,, 28	Nov. 14
James Lawrence ...	Schooner	American	313	,,	,,	Nov. 10	,, 21
Thomas Dryden ...	Barque	British	450	,,	,,	,, 13	,, 30
Dove	Schooner	Prussian	124	Nagasaki	,,	,, 21	Dec. 6
Osborne	,,	British	327	Shanghai	,,	,, 26	,, 7
Black River Packet	Barque	,,	276	,,	,,	Dec. 29	...

A RETURN of the Quantities and Value of Merchandize exported from the Port of Hakodadi in 1 French vessel of 136 tons to the place undermentioned during the Year ending December 31st, 1863.

Denomination.	Quantities.	Declared value in dollars.	To what places exported.
Charcoal . . . . piculs	72.00	28 80	Tientsin.
Comboo . . . . . ,,	2,426.13	5,580 10	
Firewood.	267	4 85	
Irico . . . . . piculs	59.45	980 92	
Planks (hinoki)	146	17 52	
Tobacco . . . . piculs	34.00	102 00	
Total.	....	6,714 20	

A RETURN of the Quantities and Value of Merchandize exported from the Port of Hakodadi in 15 American vessels of 4,511 tons to the places undermentioned during the Year ending December 31st, 1863.

Denomination.	Quantities.	Declared value in Mexican dol.	To what places exported.
Awabee . . . . piculs	163.72	2,348 35	Shanghai,
Charcoal . . . . . „	47.12	162 37	Amoor, and
Comboo . . . . . „	12,143.38	34,102 69	San Francisco.
„ (cut) . . . . „	70.00	245 00	
Cotton (manufactured) „	45.00	750 88	
Cuttlefish . . . . „	434.09	2,607 60	
Deerskins . . . . „	3.50	168 75	
Firewood . . . . . „	107.48	136 12	
Irico . . . . . „	114.47	1,961 50	
Hotadikai . . . . „	84.69	733 20	
Planks (sugi)	108,444	4,326 02	
„ (hinoki)	34,804	3,518 22	
„ (hardwood) . . .	7,564	3,002 72	
„ (pine)	9,993	599 58	
„ (tar'ki)	1,950	59 02	
Potatoes . . . . piculs	477.80	297 03	
Saltpetre . . . . . „	56.00	420 00	
Seed-oil . . . . . „	47.12	162 37	
Sharkfins . . . . . „	12.00	67 50	
Timber (sin)	1,630	3,422 25	
Total	....	59,091 18	

A RETURN of the Quantities and Value of Merchandize exported from the Port of Hakodadi in 26 British vessels of 9,033 tons to the places undermentioned during the Year ending December 31st, 1863.

Denomination.	Quantities.	Declared value in Mexican dol	To what places exported.
Awabee . . . . piculs	2,039.51	16,721 79	Shanghae and Nagasaki.
Comboo . . . . . „	5,175.89	7,946 67	
Deerhorns . . . . „	370.85	1,312 18	
Firewood . . . . sikies	237.36	286 58	
Fish-oil . . . . piculs	2,105.56	5,474 45	
Ginsing . . . . . „	33.99	1,019 70	
Hotadikai mi . . . „	248.67	2,329 36	
Irico . . . . . „	238.85	4,185 66	
Oars	386	6 88	
Planks (hinoki)	13,468	1,709 43	
„ (shiki)	84,809	2,437 29	
„ (hardwood) . . .	9,100	2,169 45	
„ (pine)	2,415	169 54	
„	3,164	24 41	
Pony	1	13 00	
Potatoes . . . . piculs	431.23	236 90	
Samenhile . . . . „	17.12	99 39	
Saltpetre. . . . . „	62.50	66 45	
Seaweed . . . . . „	41,871.34	91,291 42	
„ (cut) . . . . „	27.23	92 25	
Silkworms . . . . „	0.87	87 00	
Timber	1,646	412 31	
„ (hinoki)	1,503	631 39	
Tobacco . . . . piculs	2,225.62	5,824 58	
Wax . . . . . „	31.19	492 33	
Total.	....	145,041 45	

A RETURN of the Quantities and Value of Merchandize imported into the Port of Hakodadi in 22 English vessels of 7,793 tons and 15 American vessels of 4,511 tons from the places undermentioned during the Year ending December 31st, 1863.

Denomination.	Quantities.	Declared value in dollars.	From what places imported.
Belts. . . . . boxes	10	400 00	England.
Camlet . . . . . pieces	300	3,600 00	
Velvet . . . . . „	24	192 00	
Glass-ware . . . . cases	34	770 00	
Total	.	4,962 00	
Iron . . . . . piculs	50	100 00	America.
Skins . . . . . „	70	70 00	
Total.	....	170 00	

A RETURN of the Number and Tonnage of Merchant vessels which arrived and departed from the Port of Hakodadi during the Year ending December 31st, 1863.

Nationality.	Arrived.		Departed.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	22	7,793	26	9,033
American	15	4,511	15	4,511
French	1	136	1	136
Prussian	2	344	2	344
Dutch	2	490	2	490
Russian.	1	250	1	250
Total . .	43	13,524	47	14,764

A RETURN of the Number and Guns of Men-of-War which arrived at and departed from the Port of Hakodadi during the Year ending December 31st, 1863.

Nationality.	Arrived.		Departed.	
	Number of Vessels.	Guns.	Number of Vessels.	Guns.
British	2	10	2	10
Russian	10	61	10	61
Total . .	12	71	12	71

STATEMENT of Import and Export Duties and Custom-house or Shipping Dues paid by Foreign Vessels in the Port of Hakodadi, during the Year ending 31st December, 1863.

Nation.	Import Duties.	Export Duties.	Custom-house Dues.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.
British	263 60	8,222 84	607 0	9,093 44
American	5 0	2,210 80	504 0	2,719 80
French	....	251 0	24 0	275 0
Prussian.	....	1,197 0	98 50	1,295 50
Dutch	....	417 0	54 0	471 0
Russian	....	518 40	22 50	540 90
Total . . .	268 60	12,817 04	1,310 0	14,395 64

A RETURN of the Quantities and Value of Merchandise exported from the Port of Hakodadi, in one Russian Vessel of 250 Tons, to the Place under-mentioned, during the Year ending 31st December, 1863.

Denomination.	Quantities.	Declared Value in Dollars.	To what Place exported.
Awabee . . . . piculs	200.50	2,807 35	Shanghai.
Comboo . . . . . „	2,967.35	7,418 38	
Cuttle-fish . . . . „	427.14	2,776 41	
Deer-horns . . . . „	81.06	275 64	
Irico . . . . . „	32.64	522 24	
Planks	600	70 63	
Total	...	13,870 65	

A RETURN of the Quantities and Value of Merchandise exported from the Port of Hakodadi, in two Prussian Vessels of 344 Tons, to the Places under-mentioned, during the Year ending 31st December, 1863.

Denomination.	Quantities.	Declared Value in Dollars.	To what Place exported.
Awabee . . . . piculs	45.48	636 75	Shanghai.
Comboo . . . . . „	11,182.42	26,594 61	
Firewood.	1,540	24 25	
Hotadikaimi . . piculs	126.35	883 65	
Irico . . . . . „	133.05	2,390 28	
Planks (hinoki)	2,030	219 30	
„ (hardwood) . . .	138	204 70	
„ (sugi)	10,303	691 56	
Potatoes . . . . piculs	30.00	14 75	
Timber	142	62 39	
Total	....	31,722 25	

A RETURN of the Quantities and Value of Merchandise exported from the Port of Hakodadi, in two Dutch Vessels of 490 Tons, to the Places under-mentioned, during the Year ending 31st December, 1863.

Denomination.	Quantities.	Declared value in Dollars.	To what Place exported.
Awabee . . . .piculs	52.52	787 87	Shanghai.
Charcoal . . . . „	195.75	79 29	
Comboo . . . . „	1,671.09	4,177 73	
Cuttlefish . . . . „	569.52	3,872 73	
Firewood	38.86	75 00	
Irico	33.79	608 22	
Planks (hinoki) . .piculs	470	75 20	
„ (sugi)	10,807	990 44	
„ (hardwood) . . .	77	121 75	
Timber (hinoki)	126	56 70	
„ (hard)	93	253 75	
Total	..	11,098 69	

STATEMENT of Import and Export Duties and Shipping Dues paid by British Vessels in the Port of Hakodadi during the Year ending 31st December, 1863.

Vessels.	Import Duty.	Export Duty.	Shipping Dues.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.
Comet	173 60	248 30	31 50	453 40
Waterwitch . . .	. .	. .	22 00	24 00
Barracouta . . .	. .	345 80	27 00	372 80
Teresa	. .	222 80	35 50	248 30
Lady Elizabeth . .	. .	455 15	21 50	486 65
Osborne	. .	354 08	27 00	381 08
Eliza Mary . . .	. .	21 00	24 00	45 00
Comet	. .	203 90	28 50	232 40
Renown	. .	372 50	24 00	396 50
Egmont	. .	121 44	27 00	148 44
Thomas Dryden . .	. .	568 25	25 50	593 75
Trave	. .	470 30	27 00	497 30
Egeria	. .	481 30	25 50	506 80
Eliza Mary. . . .	. .	132 83	27 00	159 83
Kahlamba	. .	348 00	25 50	373 50
Osborne	. .	370 70	27 00	397 70
Zodiac	. .	580 80	27 00	607 80
Comet	. .	557 45	27 00	584 45
Teresa	90 00	536 00	27 00	563 00
Thomas Dryden . .	. .	670 62	27 00	697 62
Osborne	. .	406 70	24 00	430 70
Black River Packet	Left January.	. .	. .	. .
Total. . . .	263 60	7,467 92	560 50	8292 02

Two vessels, "Alpaca" and "Waterwitch," having arrived in November 1862, are not mentioned here.

Hakodadi, January 1, 1864.

KANAGAWA.

Report by Mr. Consul Winchester on the Trade of Kanagawa for the Year 1863.

In 1862 there was an increase of 35 ships, of 15,609 tons, and in 1863 an increase of 48 ships, of 17,746 tons.

There was an increase under the American flag of—Entries, 5 ships, and 3,341 tons; of clearances, 9 ships, of 4,256 tons in 1863 over 1862.

The Dutch entries give the same number of vessels, and an increase of 162 tons for 1863. The clearances show an increase of 6 vessels, and 1,482 tons.

The French entries and clearances in 1863 are augmented by 3 ships, of 1,422 tons.

The Prussian shipping was represented in 1862 by 1 ship, of 759 tons, the treaty commerce of that Power having only commenced on the 1st January, 1863.

The Russian flag is the only one which gives a decrease for 1863, viz., 1 vessel of 260 tons.

The principal feature of interest in the shipping is the increase in the direct British trade, represented in 1863 by 6 entries and 15 clearances, against 2 entries and 6 clearances in 1862. This increase has been the result of the rapid growth of the cotton trade, and will continue so long as the inducements to export that important staple exist as at present. This advance can hardly, therefore, be expected to be permanent.

The imports valued at $1,595,170 give England four-fifths of the whole, and exports in fully the same proportion.

The total value of the trade in goods reaches the very considerable figure of 3,449,649*l.* The following statement marks the balance of trade between Japan and foreign countries:—

IMPORT SIDE IN 1863.

Imports	811,146
Sale of British Steamers	175,000
Pekin gold bars	225,351
Balance in silver bullion and dollars, and munitions of war ..	1,427,006
	£2,638,503

EXPORT SIDE IN 1863.

Exports	£2,638,503

Leaving a balance of trade in favour of Japan of 1,652,357*l.* paid for in gold and silver bullion and dollars, and munitions of war.

The coincidence of the early months of 1863, with the terminal half of the largest commercial season ever known in Japan has most perceptibly contributed to leave the year much in advance of those which preceded it. In spite of the falling off witnessed in the later months, the figures show on every item—shipping, exports, and imports—a notable increase.

That this should have been the case during a period in which Japan was convulsed by political disturbances, and the very existence of foreign commerce was keenly disputed between the principal parties who rule the country, is in itself a fact calculated to excite both astonishment and satisfaction. The crisis through which we have passed, including the menace of foreign, and the actual occurrence of civil war, would in many countries have sufficed to check trade altogether for the time. Here,

however, we have found, as in China, though under different conditions, that hostilities or strife existing in one district do not immediately affect relations of commerce with the rest of the country.

It could not be doubted by any one who during last summer contemplated the scene around him, that foreign commerce had struck deep roots, and was acquiring influence, when, from day to day, under the contingency—which must have appeared to the Japanese almost menace—of an attack from the most powerful squadron ever seen in these seas, he witnessed advantage taken of every pause hurriedly to conclude large and important transactions. So considerable was the number and importance of these, up to the end of July, as to lead to the conclusion that the agents of the Princes, entrusted with the sale of the produce of their districts, took a keen advantage of the pressure we were bringing to bear on the Tycoon's party, to bring forward large stocks for sale under arrangements far more liberal than those usually enforced by the Government. Hence, when the pressure was removed, the determined efforts of the Government to prevent the conveyance of silk to Yokohama through any other channel than the established guilds at Yedo. It resolved to make a stand to levy the old, or rather increased, rates on this and other valuable staples, conscious that if the authority to do so slipped through its fingers, the principal source of its profits in the foreign trade was gone. To effect this the artifices usual to Japanese policy were called into play.

The Princes of the non silk-producing districts were informed that the restrictions were imposed with a view to keep down the price of the fibre from which the garments of the privileged classes are fabricated, while at the same time they were encouraged to share in the exceptional profits disclosed by the sudden expansion in the export of cotton, an article grown in almost every district.

Those who have most narrowly watched the progress of our intercourse with this country have long suspected that much of the antagonism to foreign countries, attributed by the Tycoon to the semi-independent Princes, was factitious rather than real; that foreign trade as between the two parties was a struggle—on the Tycoon's side to open the door leading to the outer world, of which he was lucky enough in his representative capacity, according to the traditions and established institutions of Japan, to possess the key, at the highest price—on the side of the Daimios, to get cheaply through the carrier, and part with as little as possible of their profits. The statements of Satsuma's agent, both to Colonel Neale and others with whom they entertained business proposals, as well as other facts which have cropped up incidentally, leave no doubt that such is the true state of affairs.

I advert to some of these briefly. The detention and turning back of raw silk landed at Yokohama from seaward, the demand from the Gorogio that Japanese should be prohibited from shipping in or taking passages in foreign vessels, the almost instant effect of the statement in Colonel Neale's despatch, that there was nothing in the treaties prohibitive of direct commercial relations with the Princes, the credibly reported storage at Osaca of 15,000 packages of silk, so fine in quality that it cannot be worked profitably in the native looms.

But while I am of opinion that the influence of the Tycoonate is *at present* exerted to restrict for its own profit the trade which the Daimios for theirs are anxious to enlarge, I am desirous that it should not be supposed that I am insensible to the general value of the controlling influence exercised by the Tycoonate. Without it we should assuredly find the difficulties arising out of the antagonism of the individual feudal

chiefs—if not insuperable, perplexing and entangling to a degree which past experience hardly enables us to realize.

Here, in the immediate neighbourhood of the Tycoon's military capital, we are not in the most favourable position for exercising the maximum of influence on the conflicting interests concerned in commerce. The imposition of such restrictions is easy enough at the seat of the Power where for centuries the feudal chiefs have only appeared to do homage; while at Osaca, the natural emporium of the whole country from its central position, where commerce has acquired traditionary rights,—the Government of the Tycoon would hesitate to infringe the rights of the Daimios to bring forward their produce.

With all these discouragements, heightened by the general conservative impression which gives a colour to Japanese thought, even while it fails to influence the acts of men of power and authority, namely, that, after all, Japan was happier in its seclusion, as being less exposed to danger, the wonder is that the progress of trade has been so great.

An instructive illustration of these comments will be found in a document published in the "Japan Commercial News" of the 9th instant, entitled "Views and Opinions of Matzdaira Shirugaka," the retired Prince of Etzizen, who has long been known to us as one of the most prudent and enlightened supporters of foreign intercourse in Japan. The occurrences of the past year, by the lessons which they must have taught, are likely to favour the spread of such opinions.

The *Increase of Shipping* is partly due to speculative causes connected with the sale of steam vessels to the Government and Princes, and partly to the increased trade in an article so bulky as cotton. The following are the rates at which vessels have found employment:— Freights to London have varied from 4*l.* to 7*l.* sterling per ton according to the description of goods, the charges on cotton, tea, and silk, representing an ascending scale between these limits. The freights to Hong Kong have varied from $6 to $9 per ton, and to Shanghae from $3 to $6. These are rates which must have afforded good remunerative employment to shipping in general.

Before dismissing the subject of shipping it may be remarked that the port, from the anchorage being on the lee side of an extensive bay, during the greater part of the year does not present the same facilities for the repair of shipping as Nagasaki. It is proposed to supply this defect by a floating dock, for which purpose a company is proposed to be formed.

The *Import Tables* show a steady increase in all articles, with the exception of metals. The taste for articles of foreign manufacture is no doubt gradually strengthening. The large export of cotton is not unlikely to be attended with an increase hereafter in the supply of cotton fabrics from Europe. On the whole, this side of the account, though not exhibited, or perhaps susceptible of the rapid advances made in exports, may be considered as satisfactory.

The steam vessels sold during the year may be fairly included among the imports, as also the very considerable sums which have been expended in the purchase of guns, firearms, and munitions of war. The ships bought have been merchant steam vessels, two of them known in this quarter of the world as models for speed. None of them, however, can be considered as capable of effective adaptation to warlike purposes.

The following are the names of the steamers sold in 1863:—

	Tons.
"Shanghai"	412
"Leemin"	181
"City of Hankow"	241
"Lyeemoon"	369
"Yangtze"	345

It is impossible to obtain any accurate account of the value of arms and warlike stores, it being an object with the Government to throw a veil over such transactions. That it was considerable there can be little doubt; for it is a principal object of ambition, both with the Tycoon and Princes, to increase their means of offence and defence.

Raw Silk.—The amount exported in 1863 exceeds that of the previous year by 3,937 peculs. Had the trade in this article not been checked during the latter six months by the interference of Government, there can be little doubt but that the increase would have been much more considerable.

The commercial season, which dates from July 1863, shows a diminished export, up to this time, of nearly 3,000 bales, against the same dates of the previous season. The only remark made as to the new silk was that it bore signs of having been reeled off less carefully than in former years—a fact which was not without reason ascribed to the desire to hurry forward produce, consequent on the high prices it then commanded.

Some parcels of "ova" have been shipped under special permits from the Custom-house, in accordance with a promise given by the first European Embassy, but the prohibition against the shipment of cocoons still continues in force.

It seems to be the general opinion that a very considerable portion of the raw silk supply (and the finest in quality) of the season, intended for the foreign purchaser, still remains in store ready to be brought forward when the obstacles presented by the restrictive action of the Government are surmounted.

Tea.—The export of tea in 1862 was 41,245 peculs, in 1863, 45,098. The latter sum represents in round numbers, 6,013,067 lbs. avoirdupois. Recently considerable facilities have been given for the preparation of tea for the foreign market in the abandonment of the claim for duties on certain imported articles employed in its firing and packing. A fair narrative of the tea and silk market, since the commencement of the present season, is contained in a commercial article in the "Japan Herald" of the 12th instant.

Cotton.—The most remarkable feature in the exports, however, is the sudden development of the trade in cotton, which, from 4,616 peculs in 1862, reached in the past year 46,697 peculs. Such a fact is alone sufficient to prove that the Japanese are quite alive to the advantages of foreign trade. Up to the day on which I write, the export continues to increase, the first two months of the year 1864 exhibiting an export of at least 30,000 piculs. No dependance can, however, be placed on the permanence of trade in this article, stimulated as it has been by the enormous value which the blockade of the Southern States has produced. Still the rapidity with which so considerable a quantity of a staple largely used by the people for their own garments has been brought to market, is in itself no mean proof of the wonderful fertility and resources of the country. I have no doubt an impulse has been given to cotton cultivation all over Japan, which will bear its fruit in future seasons, when the present inducements to export have ceased—in cheapening the dress of the poorer classes, and thus proving a permanent benefit to the country.

Before closing this part of my subject it is satisfactory to state that at the commencement of the current Japanese year, some fruit, though tardy, appeared as the result of the first mission to Europe in the reduction of duties on wines, glass ware, fancy articles, iron, &c., &c. The promise made by the envoys that the produce of the Daimios should come freely to market remains unfulfilled. Its accomplishment must be looked for rather as a result of the general strengthening of the commercial element than of any special engagement.

The tariff is so moderate, and administered with so much liberality, as to leave little to be desired in the way of change, so far as principle is concerned. I should be glad to see the duties on imports limited to the one rate of 5 per cent., as is the case with exports. At the same time, in the interests of our own trade, it should be admitted that the Japanese are entitled to the full amount of duty authorized by the tariff.

The rate of exchange has been tolerably steady, considering the unsettled condition of political affairs, ranging from 4*s.* 10*d.* to 5*s.* 4*d.*, and giving an average of about 5*s.* for the sight value of the dollar over the whole year.

On the subject of the Japanese currency, as affecting and affected by foreign trade, the relative rate between ichibus and dollars has remained, at Yokohama, pretty closely at what I have been led to believe is the natural level due to the preference, which, in a country like Japan, a preferred currency will secure. The extreme limits have been, \$100, \$230, \$250; but the general average has been from \$236 to \$242. This I consider to be mainly due to the large circulation of native coin involved in the presence of the large foreign squadron at anchor in the bay.

During the year 1863 the number of residents was very considerably increased. Four or five additional firms have commenced business, numerous large and comfortable houses have been built, and the locality known as the swamp is being rapidly covered with tenements of a humbler and less expensive character. An hospital was opened in April, which has been eminently useful both to naval and merchant shipping, and to other classes of the community. This excellent institution was commenced as an experiment, under the superintendence of my Prussian colleague as chairman, aided by Mr. E. Loureiro and Mr. Flowers, the Portuguese and British vice-consuls, and has been almost self-supporting. The Japanese have with great liberality consented to find a lot for a permanent building in the neighbourhood of the Dutch Consulate-General, a promise to which they have doubtless been led by the kindness and attention shown to many Japanese who have received medical treatment in the establishment. Much of the success of the hospital is due to the skill and attention of the medical attendant, Mr. Jenkins, formerly the surgeon of our legation.

The year 1863 witnessed the opening of the British Episcopal Church the first Protestant place of worship in this quarter of Japan.

There has been a considerable increase in the number of permanent residents, who now amount to about 300 foreigners of all nations (soldiers not included). Of this number 140 are subjects of Her Majesty, about 80 Americans, 40 Dutch, and the rest Prussians, French, Portuguese, and Swiss.

There are about thirty-two commercial firms of the higher class, divided as follows:—

English	16
American	5
Prussian	5
Dutch	4
French	2
	32

There are five large store-keepers, and two provisioning establishments, and, I regret to say, too many spirit shops and taverns.

The increase in the population of Yokohama must have been very considerable during the past year, which has been one of all but uninterrupted building. These works have attracted numerous artizans

belonging to the trades connected with building. The presence of a large squadron afloat, manned by 2,000 men, and of the numerous French and English guards, varying in strength from 300 to 500 men, have led to a most appreciable and marked rise in the cost of living. From being one of the cheapest places in the East, it has become only second to Shanghae in expensiveness. The supply of cattle attainable in a country not pastoral is becoming exhausted. The animals are procurable only at rates increasing every month, and are lean and ill-fed. Poultry and game have, under the increased demand, doubled in price. Oil, sugar, rice, and other articles have been influenced by the usual relations of a brisk demand and limited supply. This scarcity is, let us hope, not permanent, as the prices obtained are likely to stimulate both breeding and production.

The extension of the settlement has been accompanied by some of the disputes and difficulties incidental to sudden increase in centres of population not effectively met by police arrangements. I have throughout been anxious to encourage the residents to take the lead in such matters, being conscious that the necessity for such steps must be first recognized by the community, before any useful action can be initiated from above. This stage has at last been reached, and a committee has been formed to superintend the disbursement of a voluntary assessment. I hope this body may prove the germ of an effective municipal council.

The following memorandum of the ground rentals paid for the year 1862 gives the latest division yet attainable of real property between the subjects of the several treaty Powers :—

English		$10,255 40
American	$2,843 08	
Dutch	2,549 81	
French	1,736 19	
Prussian	422 91	
		$7,551 99
		$17,807 89

The rise in the value of real estate was very great during the year 1863 in spite of all the elements of political trouble which manifested themselves. House rents doubled, and lots without buildings—when situated in favourable quarters—were sold for about $8,000. Even in those parts of the concession least suited to commercial purposes, building lots have commanded an average premium of $3,000.

The lapse of years has not been without its effects in improving the tone and standing of the foreign community. The pioneers of foreign trade, whose notions of commercial enterprize were moulded on the glorious times which witnessed the export of cobangs, have mostly left Japan to enjoy elsewhere any remnant of their strangely won gains, and though there is still a plentiful amount of irritation and discontent—the sure heritage of such a sacred thirst for gold as the events of 1859 and 1860 created—it manifests itself in less offensive forms.

A RETURN of the Number of Merchant Vessels, distinguishing their respective Flags, which cleared at the Custom-house of Kanagawa, proceeding from or bound for the Ports and Places undermentioned during the Year ending 31st December, 1863.

Ports and Places.	ARRIVED.					
	British.	American.	Dutch.	Prussian.	French.	Russian.
Great Britain ..	6	..	..	..	..	..
Shanghae ..	73	30	5	4	5	2
Hong Kong ..	5	3	..	..	2	..
Holland ..	..	..	4	..	..	..
United States ..	..	4	2	1	..	..
Singapore ..	2	..	..	1	..	..
Hakodate ..	..	..	..	1	..	..
Nagasaki ..	14	3	2	1	..	..
Total ..	100	40	13	8	7	2

Ports and Places.	DEPARTED.					
	British.	American.	Dutch.	Prussian.	French.	Russian.
Great Britain ..	15	..	3	..	..	..
Shanghae ..	55	21	3	4	6	1
Hong Kong ..	13	6	6	1	..	..
Holland ..	..	..	..	..	1	..
United States ..	1	8	1	..	..	..
Singapore ..	..	..	..	..	..	..
Hakodate ..	2	1	1	1	..	..
Nagasaki ..	7	..	2	1	..	1
Sold ..	7	..	..	..	..	..
Total ..	100	36	16	7	7	2

Return showing the Entries of Foreign Imports, and the Valuations accepted thereon at the Custom-house, Kanagawa, for the Year 1863.

Commodities Imported.	In 100 British Ships of 34,790 Tons.		In 40 American Ships of 21,102 Tons.		In 13 Dutch Ships of 3,464 Tons.		In 7 French Ships of 2,156 Tons.		In 8 Prussian Ships of 2,310 Tons.		In 2 Russian Vessels of 598 Tons.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Declared Value.
		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.
Camlets ... ...pieces	63,365	553,893	2,732	25,538	500	4,230	986	4,726	100	1,286	220	1,556	67,903	591,229
Long Ells ... ... ,,	...	...	...	...	...	...	...	...	8	21	...	...	8	21
Woollens ... ... ,,	...	...	225	2,667	...	...	...	...	...	...	...	...	225	2,667
Velvets ... ... ,,	8,431	51,736	...	...	...	...	...	...	...	...	...	...	8,431	51,736
Cloth ... ... ,,	2,121	12,319	...	...	34	746	...	...	...	...	...	...	2,155	13,065
Shirting (White and Grey) ,,	8,617	20,333	...	...	...	...	...	...	...	...	...	...	8,617	20,333
Chintzes ... ... ,,	20,106	28,898	...	...	249	2,130	...	...	...	...	...	...	20,355	31,028
Cottons ... ... ,,	41,073	84,158	1,560	3,852	2,000	9,286	...	...	200	180	...	...	44,833	97,476
Shirtings ... ... ,,	21,450	39,612	1,050	2,132	...	...	...	...	...	...	...	...	22,500	41,744
Jaffachelass ... ... ,,	6,672	13,604	...	...	16,308	22,208	...	...	...	...	750	965	23,730	36,777
Lead ... ...piculs	31,993	155,850	7,175	36,807	2,243	10,220	2,302	9,937	2,302	8,508	54	2,431	46,069	223,753
Tin ... ... ,,	6,520	109,990	2,343	42,115	3,993	71,730	...	...	1,394	14,898	...	...	14,255	238,733
Tin Plates ... ...boxes	2,333	11,656	576	2,328	...	...	160	669	853	3,566	...	...	3,922	18,219
Spelter ... ...piculs	3,959	16,088	1,368	4,113	...	...	...	...	400	1,286	...	...	5,727	21,487
Rifles ... ...pieces	807	10,689	2,034	11,986	2,976	15,215	...	...	...	...	...	...	5,817	37,890
Medicines ... packages	11,689	58,197	...	15,000	...	4,831	...	...	...	...	105	947	11,794	78,975
Stores, &c. ... ,,	17,660	25,599	3,259	4,583	555	681	...	...	...	...	...	...	21,474	30,863
Wines and Spirits ,,	2,783	23,646	851	913	1,684	1,510	116	116	96	84	...	...	5,530	26,269
Vermillion ... ,,	110	5,239	55	2,495	...	...	...	...	...	...	...	...	165	7,734
Flour ... ... bags	...	...	...	115	...	...	...	...	...	...	...	...	...	115
Ivory ... ...piculs	...	...	4½	100	...	...	...	...	...	...	...	...	4½	100
Yarns ... ... ,,	...	...	2	60	...	...	...	...	...	...	...	...	2	60
Quicksilver ... ... ,,	...	...	17	772	...	...	...	...	...	...	...	...	17	772
Sheep	...	...	240	300	...	...	...	...	...	...	...	...	240	300
Sugar ... ... barrels	...	...	37	212	...	...	...	...	...	...	...	...	37	212
Miscellaneous	...	...	...	1,436	...	9,736	...	...	...	132	...	189	...	11,493
Butter ... ... tubs	...	...	...	...	...	...	...	...	1,988	4,572	...	...	1,988	4,572
Articles de Paris	...	...	...	...	...	3,961	1,327	611	500	1,768	...	...	1,827	6,340
Hides	...	...	...	...	...	...	...	...	327	1,157	...	...	327	1,157
Oil ... ... tubs	...	...	...	...	...	...	50	50	...	...	...	...	50	50
Total	...	1,222,507	...	157,524	...	156,484	...	16,109	...	37,458	...	6,088	...	1,595,170

RETURN showing the Entries of Foreign Exports, and the Valuations accepted thereon at the Custom-house, Kanagawa, for the Year 1863.

Commodities Exported.	In 100 British Ships of 32,948 Tons.		In 36 American Ships of 19,557 Tons.		In 16 Dutch Ships of 4,124 Tons.		In 7 Prussian Ships of 1,877 Tons.		In 7 French Ships of 2,156 Tons.		In 2 Russian Ships of 598 Tons.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Declared Value.
		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.
Raw Silk ... ...piculs	16,561	3,528,616	618	123,610	1,228	261,656	694	129,161	394	59,835	114	24,462	19,609	4,127,340
Tea ... ... ,,	28,847	276,550	9,602	74,360	4,611	37,296	1,795	13,519	1	8	242	1,540	45,098	403,273
Raw Cotton ... ... ,,	33,944	311,510	6,736	51,137	3,770	36,813	2,159	24,025	88	2,719	...	...	46,697	426,204
Piece Goods ... ...boxes	32	1,032	60	77	...	...	...	...	...	...	...	...	92	1,109
Medicines ... packages	1,132	22,927	882	2,742	80	577	2	98	176	338	...	...	2,272	26,682
Stones ... ...pieces	830	80	500	48	...	...	...	...	700	39	...	...	2,030	167
Planks ... ... ,,	83,277	8,381	160,765	18,330	...	...	11,300	738	16,900	1,012	7,472	1,038	279,714	29,499
Timber (Square) ... ,,	43,763	6,220	...	...	3,169	516	...	...	...	...	...	...	46,932	6,736
Firewood ... bundles	49,500	428	450	50	...	...	400	154	...	...	...	...	50,350	632
Charcoal... ... ... bags	4,350	530	...	...	...	...	300	77	...	...	...	...	4,650	607
Coals ... ...piculs	130	762	...	...	12	114	...	...	...	...	...	...	142	876
Lacquer ware ... ... cases	240	1,319	430	2,430	...	...	14	180	2	13	...	...	686	3,942
Porcelain ... ... ,,	37	630	...	...	...	...	...	...	...	...	...	...	37	630
Bronzes ... ... ,,	48	1,500	...	...	...	...	...	...	...	...	...	...	48	1,500
Curios ... ... ,,	460	4,952	60	231	...	...	...	...	...	...	...	...	520	5,183
Dried Fish ... packages	2,118	11,589	...	...	24	1,105	...	...	...	...	...	...	2,142	12,694
Seaweed ... ... bales	9,446	20,842	...	...	...	...	595	1,403	1,948	3,719	...	...	11,989	25,964
Miscellaneous	...	35,931	...	1,831	...	...	...	10	...	44	...	...	...	37,816
Seeds ... ...piculs	...	...	29	37	...	...	...	...	...	...	...	...	29	37
Rags ... ... ,,	...	...	12,439	3,932	...	...	...	...	...	...	...	...	12,439	3,932
Soja ... ... ,,	...	...	600	571	...	...	...	...	...	...	...	...	600	571
Oil ... ... tubs	...	...	3	16	...	...	...	...	...	...	...	...	3	16
Tobacco ... ... bales	...	...	...	...	...	...	216	428	...	...	...	...	216	428
Paper ... ... packages	...	...	...	...	...	...	...	...	1,366,000	796	...	...	1,366,000	796
Total	...	4,233,749	...	279,402	...	338,077	...	169,793	...	68,523	...	27,040	...	5,134,184

A TABLE showing the Imports and Exports of the Port of Kanagawa for the year 1863.

1. BRITISH.

IMPORTS.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Camlets, Long Ells, Flannel Lastings, &c., &c. .. pieces	63,365	15	950,475
Velvets .. .. ,,	8,431	11	92,741
Cotton Manufactures of all kinds, not dyed .. ,,	73,261	4	293,044
Chintzes .. .. .. ,,	20,106	3	60,318
Jaffachelass .. .. .. ,,	6,672	5	33,360
Lead .. .. peculs	31,993	7	223,951
Tin .. .. ,,	6,520	28	182,560
Tin Plates .. .. .. boxes	2,333	9	20,997
Spelter .. .. peculs	3,959	7	27,713
Rifles .. .. pieces	807	..	10,689
Vermillion .. .. .. peculs	110	..	5,238
Wines and Spirits .. .. cases	2,783	20	55,660
Stores, Provisions, and Medicines, &c. packages	29,309	20	586,180
Total	..	..	2,542,926

EXPORTS.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Silk, Raw .. .. .. peculs	16,561	450	7,452,450
Tea .. .. ,,	28,847	12	346,164
Cotton .. .. ,,	33,944	20	678,880
Piece Goods .. .. .. pieces	32	..	1,032
Medicines .. .. packages	1,132	..	22,927
Stones .. .. pieces	830	..	80
Firewood .. .. bundles	49,500	..	428
Lacquered Ware .. .. cases	240	..	1,318
Porcelain .. .. .. ,,	37	..	630
Bronzes .. .. ,,	48	..	1,500
Curios .. .. ,,	460	..	4,952
Dried Fish .. .. .. peculs	2,118	10	21,180
Seaweed .. .. ,,	9,467	3	28,401
Coals .. .. ,,	130	..	762
Charcoal .. .. .. bales	4,350	..	530
Miscellaneous	..	..	35,931
Total	..	..	8,597,165

2. Dutch.

Imports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Lead .. .. peculs	2,243	7	15,701
Tin .. .. „	3,993	28	111,804
Medicine	..	..	4,831
Rifles .. .. pieces	2,976	..	15,215
Cloth Habit .. „	34	..	746
Long Cloths .. „	2,000	4	8,000
Camlets .. .. „	500	25	12,500
Chintzes, Turkey Reds „	249	..	2,130
Jaffachelass .. „	16,308	5	81,540
Articles de Paris	..	..	3,961
Wines .. .. cases	2,684	5	13,420
Stores .. .. „	555	20	11,100
Miscellaneous	..	..	9,736
Total	..	..	290,684

Exports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Silk, Raw .. .. peculs	1,228	450	552,600
Tea.. .. .. „	4,611	12	55,332
Cotton .. .. „	3,770	20	75,400
Dried Shrimps, &c. „	240	10	2,400
Medicine .. packages	80	..	577
Timber .. .. pieces	3,169	..	515
Coals .. .. tons	12	..	114
Total	..	..	686,938

3. Prussian.

Imports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Camlets .. .. .. pieces	100	20	2,000
Long Ells .. .. .. „	8	9	72
Cotton Piece Goods .. .. „	200	4	800
Tin .. .. peculs	1,394	28	39,030
Lead .. .. „	2,302	7	16,114
Spelter.. .. .. .. „	400	7	2,800
Tin Plates .. .. .. boxes	853	9	7,677
Wines .. .. cases	96	20	1,920
Butter .. .. peculs	1,988	..	4,572
Articles de Paris .. packages	500	..	1,768
Hides .. .. peculs	327	6	1,962
Miscellaneous .. .. .. value	..	..	132
Total	..	..	78,849

3. Prussian—*continued.*

Exports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Raw Silk .. .. peculs	694	450	312,300
Tea.. .. .. „	1,795	12	21,540
Cotton .. .. „	2,159	20	43,180
Lacquer Ware .. cases	14	..	180
Planks .. .. pieces	11,300	..	738
Seaweed .. .. peculs	595	3	1,785
Tobacco .. .. „	216	3	648
Medicines .. .. cases	2	..	98
Firewood .. bundles	400	..	154
Charcoal .. .. peculs	300	..	77
Miscellaneous	..	..	10
Total	..	..	380,710

4. American.

Imports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Camlets .. .. pieces	2,732	20	54,640
Woollens, Long Ells „	225	10	2,250
Cotton Manufacture „	2,610	4	10,440
Tin .. .. .. peculs	2,348	28	65,744
Lead .. .. „	7,175	7	50,225
Spelter .. .. „	1,368	7	9,576
Wines .. .. cases	851	20	17,020
Medicine	..	..	14,999
Stores .. .. cases	3,259	10	32,590
Rifles .. .. pieces	2,034	..	11,986
Flour	..	..	115
Yams .. .. peculs	2	60	120
Vermillion .. „	55	..	2,495
Quicksilver .. „	17	80	1,360
Tin Plates .. .. boxes	576	9	5,184
Sheep .. .. head	240	6	1,440
Sugar .. .. peculs	37	..	212
Miscellaneous	..	..	1,437
Total	..	..	281,833

4. AMERICAN—*continued.*

EXPORTS.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Raw Silk .. .. peculs	618	450	278,100
Tea.. .. .. „	9,602	12	115,224
Cotton .. .. „	6,736	20	134,720
Dried Shrimps and Cuttle Fish „	4,202	10	42,020
Medicine .. packages	882	..	2,741
Planks .. .. pieces	160,765	..	18,329
Stones .. .. „	50	..	48
Firewood .. bundles	450	..	50
Seeds .. .. peculs	29	..	37
Lacquer and Porcelain .. cases	430	..	2,430
Curios .. .. „	60	..	230
Rags .. .. peculs	12,439	4	49,756
Silk Piece Goods .. pieces	60	..	77
Soy.. .. .. tubs	600	2	1,200
Oil .. .. .. „	3	..	16
Miscellaneous	..	..	1,831
Total	..	..	646,809

5. FRENCH.

IMPORTS.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Camlets .. .. .. pieces	986	20	19,720
Lead .. .. peculs	2,302	7	16,114
Wines .. .. cases	116	20	2,320
Tin Plates .. .. .. boxes	160	9	1,440
Oil .. .. tubs	50	10	500
Articles de Paris .. packages	1,327	..	611
Total	..	..	40,705

EXPORTS.

Denomination.	Quantity.	Prices.	Total Value.
		Dollars.	Dollars.
Silk .. .. peculs	394	450	177,300
Cotton .. .. „	88	20	1,760
Tea .. .. „	1	12	12
Lacquer Ware.. .. .. cases	2	..	13
Seaweed .. .. .. peculs	1,948	3	8,544
Medicine .. .. packages	176	..	338
Planks .. .. pieces	16,900	..	1,013
Stones .. .. „	700	..	39
Stores .. .. cases	114	..	28
Paper .. .. pieces	1,366,000	..	795
Miscellaneous .. .. .. value	..	..	16
Total	..	..	187,158

6. Russian.

Imports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Camlets .. .. .. pieces	220	20	4,400
Jaffachelass .. .. .. „	750	5	3,750
Lead .. .. peculs	34	9	306
Medicine	..	..	947
Miscellaneous	..	..	189
Total	..	..	9,592

Exports.

Denomination.	Quantity.	Price.	Total Value.
		Dollars.	Dollars.
Silk .. .. peculs	394	450	51,300
Planks .. .. pieces	7,472	..	1,038
Tea .. .. peculs	242	12	2,904
Total	..	..	55,242

Recapitulation.

Under what Flag.	Imports. In Sterling at 5*s*.	Exports. In Sterling at 5*s*.
	£	£
British	635,731	2,149,291
Dutch	72,671	171,734
American	70,458	161,702
Prussian	19,712	95,177
French	10,176	46,789
Russian	2,398	13,810
Total	811,146	2,638,503

	£
Total Amount of Imports and Exports, as per above Recapitulation ..	3,449,649
Importation of Pekin Gold Bars	225,351
Sale of British Steamers to the Japanese during the Year	175,000
Total	£3,850,000

A RETURN of the direct Trade in British vessels to Great Britain during the Year ending 31st December, 1863.

Name of Vessels.	Tonnage.	Crew.	Value of Cargo.
			£
Wynand	521	17	66,127
Adelicia..	428	14	51,722
Ocean Gem	324	11	26,352
Caransius	510	17	30,384
Prudhoe	423	14	11,747
Marari	439	15	4,707
Kent	445	15	28,476
Medina	357	12	24,616
Cambridge	498	16	61,707
Broadwater	571	18	35,025
Dolphin	396	13	5,386
Ravensbourne	410	14	24,275
Esperanza	384	12	2,397
John C. Munro	612	20	63,500
Scawfell..	488	16	22,500
Total	6,806	224	458,921

Remark.—In addition to the above direct trade, three Dutch vessels of 707 tons, with general cargoes, were, during the same period, despatched to Great Britain.

Kanagawa, March, 1864.

MECKLENBURG-SCHWERIN.

ROSTOCK.

Report by Mr. Vice-Consul Schultze on the Trade of Rostock for the Year 1863.

As far as commerce and navigation are concerned, the last year cannot be called a favourable one. From the beginning of the year to its end, political disturbances and dangers have agitated the minds, and during the whole year there has not been a day on which confidence in the stability of peace and duration of untroubled intercourse with the nations of Europe could be relied upon, or so far established that any mercantile action or enterprise could with some security be undertaken. The Polish affairs have during the whole year pressed heavily upon the commercial world, later on the interior German, and at last the Schleswig-Holstein question, have been so many causes to make merchants cautious, and to restrain from business; but during the last quarter, above all other causes, the high discount on all the great money markets has caused that even the little business to which parties had engaged has turned out against the enterprisers. The prices of all merchandise were materially influenced and reduced in value by the high value of money, and therefore all merchants and traders have had serious losses to complain. Towards the close of the year boisterous weather and dreadful storms have occasioned severe losses also to the shipowners, so that that branch also has been badly remunerating.

The motion of vessels has been as follows :—

ROSTOCK.

	Vessels Departed.	Tons.	Vessels Arrived.
British	21	4,408	21
Mecklenburgh and Rostock	211	34,588	202
Danish	130	6,444	121
Swedish	63	4,992	62
Norwegian	29	1,582	25
Prussian	62	4,824	45
Hanoverian..	25	1,084	29
Dutch	22	2,224	22
Russian	10	1,660	10
French	5	372	5
Oldenburgh	2	184	2
Hamburgh and Lubeck ..	2	282	4
Total	582	62,654	548

Against 703 departures, with 76,637 tons, and 675 arrivals, in 1862.

WISMAR.

	Vessels Departed.	Tons.	Vessels Arrived.
British	5	894	5
Wismar and Mecklenburgh	104	18,576	98
Swedish	77	5,874	77
Norwegian	1	236	1
Danish	45	1,558	44
Prussian	11	552	10
Hanoverian, ...	5	288	5
Dutch	9	556	9
Russian	5	940	5
Lubeck and Hamburg ..	3	86	3
Oldenburg	1	58	1
Total	266	29,618	285

Against 300 departures, with 36,258 tons, and 309 arrivals, in 1862.

There has been but little change in the burden of vessels belonging to Mecklenburg. In Wismar two ships were lost, and two were bought in England; whereas the wharfs have been fully bare for new building during the year, so that the number of vessels and their tonnage has remained the same as in 1862, viz; 50 vessels measured to 15,351 tons.

In Rostock the losses have been very considerable.

Vessels belonging to Rostock at the beginning of the year		367
Augmented by newly built	12	20
„ purchase	8	
Total		387
Of these were lost during the year		18
		369

of these 356 are measured to 44,888 Rostock lasts, or 134,664 tons; 13 are not yet measured.

The mercantile fleet of Mecklenburg has therefore last year increased from 417 to 419 vessels only, and the tonnage of the measured vessels 145,368 tons to 150,015 tons.

The maritime loss of the whole Mecklenburg fleet, Wismar and Rostock together, amounts to 4, 2 per cent. on the number of vessels; and to 4, 5 per cent. on the number of tonnage.

The imports by sea at the port of Rostock have been :—

From Great Britain.—168 vessels, of which 21 of the British flag, viz., 28 with colonials, 117 with coals, 5 with salt, 6 with iron, 12 in ballast.

From Sweden.—123 vessels; 30 with herrings, 15 with limestone, 6 with iron, 2 with tar, 2 with whale oil, 62 with timber, 6 in ballast.

From Denmark.—122 vessels, very small craft, viz: 15 with seed corn, 21 with limestone, 6 with herrings, 28 with cheese and butter, 40 in ballast, the rest with indifferent articles of food and provision.

From Belgium.—27 vessels; 18 with colonials, 2 with sugar, 6 with stoneware, 1 in ballast.

From Holland.—6 vessels; 1 with succory-root, 4 with piece goods, 1 in ballast.

From France.—11 vessels; 7 with refined sugar, 3 with wine, 1 in ballast.

From Russia.—12 vessels; 5 with mixed cargoes, 4 with hemp, 3 with deals.

From Hanse Towns.—52 vessels, small craft; mixed cargoes, as coffee, sugar, guano, &c.

From Prussia.—23 vessels; coastwise with indifferent cargoes, and not full.

From Wismar.—4 vessels; coastwise with indifferent cargoes and not full.

Altogether, 548 vessels arrived, of which 69 were in ballast.

The exports by sea at the port of Rostock have been:—

To Great Britain.—102 larger vessels of 250 to 300 tons burden, viz: 90 with wheat, 2 with barley, 4 in ballast, 5 with oil cakes, 1 with cattle bones.

To Russia.—60 vessels; 6 with corn, 54 in ballast.

To Denmark.—79 vessels; 63 in ballast, 11 with rye and barley, the other 5 with indifferent articles.

To Hanse Towns.—29 vessels; 14 with rye, 2 with malt, 2 with oil cakes, 9 mixed cargoes, 2 in ballast.

To Holland.—5 vessels; 1 with rye, 4 with rapeseed.

To Belgium.—21 vessels with wheat.

The rest to Prussia 118, Sweden 119, and to the Baltic 94, almost all in ballast; of the 582 vessels which have departed 346 have been in ballast.

In Wismar the imports and exports have been proportionally, amounting to about one fourth of what they do in Rostock. The chief article of importation there is also coals from England. In 1862, 13,200 lasts were imported, and in 1863 only 11,532 lasts, therefore 1,668 lasts, of 2 tons, less than in the year before.

The corn trade, which constitutes the whole export business of the two ports, has been lively in both, owing to the excellent crop which has been made last year, and to accumulated stocks from the year 1862. But the difficulties under which the business had to labour generally have influenced this branch likewise, and as prices of corn through the whole year have been tending downwards, it is scarcely to be expected that any profits can have been realized.

The corn export from Rostock during the year (in 168 vessels) has been as follows:—

	Lasts.	Scheffels.	Quarters.
Wheat	7,274	62¾	94,568
Rye	903	57¾	11,745
Barley	138	65½	1,803
Oats..	..	60	8
Peas and Tares	13	48¾	175
Rapeseed	117	57	1,530
Malt	464	40¾	6,038
Total ..	8,913	8½	115,867

	Lasts.	Scheffels.
1862	6,633	18½
1861	11,465	65⅞
1860	11,852	84¾
1859	9,688	86⅔

The corn export from Wismar has been :—

	Lasts.	Scheffels.	Quarters.
Wheat	3,324	20	43,215
Flour	23	18	301
Rye	92	38	1,200
Peas	2	48	32
Oats	..	48	6
Rapeseed	969	29	12,601
Total ..	4,412	9	57,355

The other articles of exportation, as butter, wool, skins and cattle, are sold into the interior of Germany, or they are exported over Hamburg. The value is, however, very considerable. The export of these articles from the Duchy is :—

Articles.	Quantity.	Value.
		$
Wool .. stone of 21 lbs.	115,000	1,500,000
Butter .. .. .. lbs.	3,000,000	1,000,000
Cattle and Skins	..	500,000

The total value of all the exports of the Duchy of Mecklenburg-Schwerin is estimated at 1,000,000*l.* sterling, and the total value of all the imports to 500,000 dollars less, so that the balance is in favour of the Duchy.

The state of agriculture is very flourishing, as the crop has been abundant in every respect, as to quality as well as to quantity, particularly rye and barley; but also wheat and rapeseed have been reaped in excellent condition, and above one-fourth part more than an average crop.

Prices have certainly been low, in comparison with late years, but the abundance of the crop has fully compensated the farmers.

As the country has, besides the agricultural interest, only subordinate others, and as the population consists chiefly of peasants, farmers, and landed proprietors, the aspect of the country indicates public welfare, great wealth, and prosperity. In spite of the very old feudal and very primitive institutions, and of the complete want of freedom of industry and settlement, the good situation of the agricultural independent classes is striking. The poor labourers and agriculturists are, however, under great dependency and oppression, and their interests are extremely neglected, as the legislature is fully in the hands of the landed proprietors—knights, as they are called. The inclination of the poor classes to emigration is therefore great, and a gradual decrease of the population is the result, which by and by must lead the Diet to lighten the burdens of these classes.

The new Customs' laws and tariff which have been instituted, and operate since the 1st of October, seem not to satisfy the expectations that they will fill the purse of the Government; and as at the same time they afford no protection to the home labour, fully neglecting the industrial interest of the country, no long duration is predicted to the laws. However, the time of their operation is still too short to form an opinion.

Rostock, January 1, 1864.

MOROCCO.

TANGIER.

Report by Mr. Consul Reade on the Trade of Morocco, for the Year 1863.

The unprecedented state of prosperity at which, notwithstanding the damaging effects of the American war, the general trade of Morocco had arrived in 1862, was fully maintained during the past year.

A late edict of the Sultan, interdicting the purchase of wool in the markets of the interior had, it is true, the effect of limiting operations in that article, and a slight fall in the exports of it, as compared with former Returns, was the consequence. Only 18,613 bales of wool went out of the country in 1863, whilst the exports of the preceding twelve months amounted to 19,582 bales.

The decline, however, of the wool trade was amply compensated for by an increased exportation of olive oil and other commodities, nearly 4,000 tons of the former having left these ports, against 2,000 exported in 1862. So that on a comparative sketch being taken of the gross trade it will be found that last year's exports exceeded in value those of the preceding year.

Owing to the continued scarcity and dearness of cotton fabrics, which in ordinary times form the staple of this country's trade, a slight decline in the imports is observable.

The shipping returns of the past year, compared with those of its immediate predecessor, give, as far as regards the number of vessels and amount of tonnage employed, an increase in favour of the former of abou ten per cent.

The cultivation of cotton is largely extending itself along the seaboard of the empire, but the crops have hitherto fallen short of the home consumption, to supply which a considerable quantity of raw cotton used in former years to be imported into the country.

Hopes are entertained that in consideration of the recent abolition of the abusive system of foreign protection accorded to Moorish subjects, which for many years past had been in operation in this country, and enabled certain European merchants to withdraw from the jurisdiction or control of their natural rulers an unlimited number of natives who served them as agents or commercial brokers, the Sultan will ere long remove the existing restriction on the purchase of wool in the interior. Should this take place, a considerable impulse would be given to the general trade of the country, more produce would find its way to the ports, and as the extent and value of the imports is in a great measure dependent on the amounts realized by the sale of agricultural produce embarked, they would naturally assume a larger development.

The following is a comparative statement of the trade carried on at the Moorish ports in the years 1862 and 1863 :—

Ports.	Entered in 1862.			Cleared in 1862.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
Tangier	348	25,851	354,174	355	24,449	196,515
Tetuan	94	2,122	43,369	91	2,070	6,349
Laraiche	120	4,661	39,767	118	4,640	33,981
Rabat	35	2,494	100,656	35	2,563	49,498
Dar-al-baida ..	126	23,916	112,089	126	23,916	99,721
Mazagan	218	26,965	246,181	212	25,251	146,409
Saffi	118	16,035	73,150	110	15,341	122,639
Mogadore	76	21,750	228,737	71	20,172	213,231
Total ..	1,135	123,794	1,198,122	1,118	118,402	868,343
	Entered in 1863.			Cleared in 1863.		
Tangier	466	51,194	365,686	454	41,282	221,561
Tetuan	231	2,178	39,184	229	2,112	20,798
Laraiche	78	3,528	10,885	80	3,557	28,741
Rabat	44	3,662	115,806	41	3,508	74,838
Dar-al-baida ..	127	25,705	32,251	133	25,705	88,322
Mazagan	140	21,540	120,241	133	20,044	128,140
Saffi	75	10,200	30,794	73	10,035	50,196.
Mogadore	100	23,576	309,324	91	20,641	355,088
Total ..	1,261	141,583	1,024,171	1,234	126,884	967,683

Tangier, March 30, 1864.

MUSCAT.

ZANZIBAR.

Report by Lieutenant-Colonel Playfair on the Trade of Zanzibar for the Year 1863.

In preparing statistics of the trade of Zanzibar for the past two years, I have been obliged to follow the Indian era of *Kudmee* or *Now-voz*, according to which the books of the Custom-house are balanced. The years under review are, therefore, from the 1st August, 1861, to the 31st July, 1862, and between the corresponding dates of 1862-63.

Where no regular accounts are kept, save of such imports as pay duty, it is difficult to obtain absolutely reliable information; I believe, however, that the statements contained in this report are a very close approximation to the truth. Every one has done his utmost to facilitate my inquiries, the books of the Custom-house have been placed at my disposal, the various Consuls have given me copies of their official returns, and individual merchants have favoured me with statements of their transactions.

Nevertheless, these returns exhibit only the exterior trade of the Island of Zanzibar, and by no means represent the entire commerce of the Sultan's dominions. A lucrative trade is carried on by the northern ports, such as Lamoo, Mombassa, Mugdeshooa, Merka, and Brawa, with Arabia, the Red Sea, Persian Gulf, and India. European vessels frequently ship their cargoes at Lamoo, and produce is shipped from every part of the coast unknown to and uncared for by the authorities, as no export duties are levied.

The following is a summary of the value of the import and export trade of Zanzibar:—

			£
1861-62	Imports		361,837
	Exports		427,016
	Total		788,853
1862-63	Imports		544,903
	Exports		467,053
	Total		1,011,956
	Total increase during 1862-63		223,103

The distribution of the above trade was as follows:—

IMPORTS.

From what Place.	1861-62.	1862-63.	Increase.	Decrease.
	£	£	£	£
United Kingdom	..	24,908	24,908	..
British India	117,790	157,660	39,870	..
Protected States of India	19,789	18,336	..	1,453
Arabia and Persian Gulf	10,063	10,572	509	..
Coast of Africa and adjacent islands	115,856	206,394	90,538	..
France	29,305	34,500	5,195	..
Italy	..	7,263	7,263	..
United States of America	27,789	26,179	..	1,610
Hamburgh	41,242	52,674	11,432	..
Total .. £	361,837	544,902	183,065	..

EXPORTS.

From what Place.	1861–62	1862–63.	Increase.	Decrease.
	£	£	£	£
United Kingdom	..	..	..	..
British India..	119,632	100,586	..	19,046
Protected States of India	48,189	44,708	..	3,481
Arabia and Persian Gulf	12,642	23,936	11,294	..
Coast of Africa and adjacent islands	159,223	169,205	9,982	..
France	40,219	39,176	..	885
Italy	..	3,136	3,136	..
United States of America	11,343	39,176	27,833	..
Hamburgh	36,768	47,871	11,103	..
Total	427,016	467,053	40,037	..

From the preceding it will be seen that British trade, as represented by the first two items in each Table (and indeed the third may almost be added), is considerably greater than that of any other foreign country. The only item more considerable is the trade with Africa, which, being chiefly between places in the Sultan's own dominions, cannot be regarded as foreign trade.

Take, for instance, the year 1862–63, and deduct the home or African trade, and we find that the value of British trade at Zanzibar is nearly two-thirds of the aggregate of that of all other nations. But it is even more considerable than this would indicate. Nearly every native merchant, shopkeeper, or artizan is a British subject or protégé, these supply the European merchant, and monopolise the African trade, so that it is no over-statement to allege that four-fifths of the entire trade of Zanzibar passes through the hands of British subjects.

It is only during 1862–63 that a direct trade with Great Britain has sprung up. One of the principal Bombay firms has established a branch here, but the experiment is too recent to admit of an opinion being formed regarding the success of the undertaking.

The principal articles of import and export are—

IMPORTS.			EXPORTS.		
	1861-62.	1862-63.		1861-62.	1862-63.
	$	$		$	$
Beads ..	35,000	81,159	Cloves ..	201,840	332,087
Cowries ..	36,000	50,000	Cocoa Nut ..	102,117	143,126
Grains and Cereals	95,800	48,000	Copal ..	103,962	160,277
Gum Copal ..	150,000	200,000	Cowries ..	116,910	41,400
Ivory ..	30,320	277,161	Hides ..	49,889	93,302
Oil & Oil Seeds	15,000	108,937	Ivory ..	309,777	253,132
Orchilla ..	60,000	65,000	Oil & Oil Seeds	84,649	158,116
Piece Goods	585,100	839,716	Orchilla ..	7,723	74,840
Staves ..	120,000	100,000	Piece Goods..	468,000	512,053
Treasure ..	321,500	377,500	Treasure ..	385,000	243,800

Nearly all the beads for the African, Indian, and China markets are manufactured at Venice, and of these about one-twelfth part find their way to Zanzibar, *vid* India and Hamburg; they are taken to the interior of Africa, and form one of the principal articles of barter for slaves and ivory.

Cowries are collected on the main-land, brought here in native boats, and exported to the West Coast of Africa by Hamburgh merchants, and

to India by Indian traders. Formerly large sums of money were made in this branch of trade, but owing to the more extended use of the precious metals as currency, it has very much fallen off, and the decrease is so steady that it promises, ere long, to become extinct.

The well-known fossil gum copal is found by digging a foot or two below the surface of the ground, in localities where the forests which produced it have long since disappeared. The recent gum is also brought to market, but it is softer and less valuable.

It is only in copal and ivory that any monopoly exists in the Zanzibar dominions; in everything else the market is open to all, and the only duty charged is one of five per cent. on imports. Ivory is variously charged, according to the district whence it comes. The rule which guides the authorities in fixing the duty is simply the question how much it will bear without driving the trade into other channels.

Thus ivory from—

		$
Miamezi pays	per 36 lbs.	14
Mombassa and Lamoo	„	4
Pangani and Tunga	„	8
The Somali Country	„	2
Keelwa	„	4

I entertain strong hopes that this system will speedily be altered, but at present the state of the finances of Zanzibar prevents any sudden change which would result in a loss of revenue.

It is a very few years since sesamum seed was grown on the East Coast of Africa; the trade in it is increasing, but it is still capable of much extension. It is principally exported to France and Hamburgh.

Orchilla is obtained from the more arid parts of the coast to the north; none grows on the island.

At one time the market was largely supplied with piece goods of American manufacture, but since the war English cloth has taken its place, and American merchants have even imported Manchester goods from America.

This is not the place to make any remarks on the slave trade, save in its commercial aspect. It is gratifying to find that the imports show a marked decrease year by year. The number in—

1860–61 was	19,000
1861–62	14,000
1862–63	12,000

Cloves are produced in Zanzibar and Pemba only. They were introduced about thirty-four years ago from Mauritius, and now they cover both islands. At Mauritius they have long since disappeared, and it is to be hoped that here too they may soon be superseded by sugar. The clove crop is gathered with little labour, but it is most uncertain. The average quantity produced is about 7,000,000 lbs., valued at 85,000*l.*, but during the present season the crop is a total failure.

The soil of this island is eminently adapted for the growth of sugar; labour is cheap, ground-rent very low, and every condition exists for securing an ample return for capital sunk in a sugar factory.

The trade with India, Arabia, and Africa, is almost entirely carried on by means of native boats of various descriptions. No record is kept of the number and tonnage of these, but the following is a statement of the square-rigged vessels which arrived during the two past years:—

	1861–2.		1862–3.	
	Number.	Tonnage.	Number.	Tonnage.
British men-of-war	14	12,947	24	17,226
„ merchant vessels..	8	3,508	12	5,996
American merchant vessels	10	3,453	14	4,665
French men-of-war	3	2,850	1	150
„ merchant-vessels..	10	4,036	10	5,583
Hamburgh merchant vessels	12	2,827	3	2,480
Arab men-of-war	4	1,564	6	3,838
„ merchant vessels	10	3,548	11	2,078
Hanoverian merchant vessels	2	380	..	..
Portuguese men-of-war	2	680	..	..
„ merchant vessels	3	228	1	79
Sardinian merchant vessels	..	..	1	400
Total	78	36,021	88	42,495

The customs revenues of Zanzibar is farmed out to an Indian firm, which, for the annual sum of $190,000, obtains the privilege of collecting all customs dues within the Zanzibar territories. The following is a statement of the revenue derived by His Highness the Sultan.

	$
Customs Dues	190,000
From Pemba, in addition	6,000
Tribute from the Mukhadim	10,000
His Highness's Clove Plantations	15,000
Total	221,000
Deduct Subsidy paid to Muscat State ..	40,000
Balance	$181,00

This income is barely sufficient to discharge his most pressing necessities, and there is no margin available for works of public utility or internal improvement. His Highness is debarred by treaty from imposing any export duties, harbour dues, &c., or even from increasing the import duties. He has, therefore, at my suggestion had recourse to a modified system of land-tax, which has just become law, but has not yet been collected. He is to charge two pice, or three farthings, per annum on every mature cocoa-nut tree, the estimated annual produce of which is a dollar, and five per cent. on all the cloves grown in his dominions. This, it is calculated, will produce about $40,000 per annum, and will hardly be felt by his subjects, who have been hitherto entirely exempt from taxation.

In anticipation of the proceeds of this tax, His Highness has already ordered three iron bridges from England, and he is building a handsome new Custom-house. Half the cost of the latter, however, will be defrayed by the farmer of customs.

The standard coin of Zanzibar is the Maria Theresa dollar, or German crown, but that coin is becoming scarce, and the following coins have been declared legal tenders, at the rate specified against each.

		Maria Theresa $
The Ounce	=	15
English Sovereign ..	=	4·75
Gold 20 Franc Piece ..	=	3·75
„ 10 „ ..	=	$1\frac{7}{8}$
„ 5 „ ..	=	$\frac{15}{16}$
Silver 5 Franc Piece ..	=	0·94
Indian Rupee	=	0·47

These values are constant and unaffected by the fluctuations of the money market, except so far as the standard with which they are compared may fluctuate.

Smaller sums are paid in Indian pice, or three-pice pieces, which vary in value from 108 to 130 per dollar; the present value is 128 per dollar.

The following is the average price of articles in the Zanzibar markets:—

		$		$
Bullocks	each	6	to	12
Sheep	„	3		5
Goats	„	2½		5
Horses		nominal		
Arabian Donkeys	„	20		100
Fowls	per doz.	⅞		1
Chickens	„	⅝		¾
Ducks	per pair	¾		1½
Hides	each	⅞		1
Slaves, adult male or female	„	10		30
„ Boy or Girl	„	5		10
„ Girl (for Concubine)	„	10		150

Quantities Sold in Retail for One German Dollar.

Beef	lbs.	12	Milk	bottles	15
Cocoa-nuts, Fresh	No.	100	Mangos	No.	500
„ Dried	lbs.	40	Oranges	„	800
„ Oil	„	14	Pine Apples	„	200
Chillies (Red Pepper)	„	23	Rice, 1st sort	lbs.	29
Coffee, Mokha	„	6	„ 2nd sort	„	45
Cloves	„	23	Sesamum Seed	„	45
Copal, uncleaned	„	6	Sugar, Loaf	„	6
Cassava, or Mahogo	„	120	„ Soft	„	10
Eggs	No.	100	Sweet Potatoes	„	100
Firewood	pieces	350	Salt, Unboiled	„	300
Fish, Fresh	lbs.	30	Tobacco, Native	„	8
„ Salt	No.	10	Wax, Bees'	„	4½
Flour, American	lbs.	20	Wheat	„	50
Ghee	„	9	Wheaten Bread	„	12
Jowurrie (Millet)	„	100	Yams	„	140
Mutton	„	9			

Zanzibar, December 20, 1863.

NAVIGATORS' AND FRIENDLY ISLANDS.

Report by Mr. Consul Williams on the Trade of the Navigators' and Friendly Islands for the Year 1863.

In consequence of my absence from these Islands for eight months, together with the unwillingness shown by some of the merchants to give me the amounts of their imports and exports, I am not able to make out for the past year a return of the value of the goods imported, or the produce exported, although, on the whole, business has been pretty fair.

There are two principal merchants in this port, who chiefly supply the traders with goods and cash in return for the cocoa-nut oil bought from the natives. Owing to a famine the people had to eat the cocoa-nut, hence there was but little oil made during the last year. There are some foreigners who are now turning their attention to the cultivation of coffee and cotton, and during the past year I have shipped six small bales of cotton from my plantation, this being the first produce of cotton grown in Samoa and shipped to England *via* Sydney. Some few of the native Chiefs are growing cotton, and it is hoped that this will stimulate other natives to the cultivation of this article which will be the means of bringing in to them a sure income instead of merely trusting to the labour market to supply their wants.

The bridge erected in 1860 over the River in Apia was washed away during the gale of January last. In that gale the "Anita" of Hamburgh was lost at sea when on her passage from the Fijis to this port. All lives were lost, including Mr. Gardiner, the United States' Consul, and his wife, who were coming to Samoa. Other vessels encountered the gale, but only one of these vessels appear to have suffered severely besides the "Anita."

During the past year the Danish barque "Jurgen Lorentzee," was wrecked on Christmas Island. The master with his wife, child, and eight of her crew, arrived here in the long boat and gig, after sailing 1,500 miles and being exposed 21 days at sea. During their passage the gig capsized, but they succeeded in righting her again, but by this accident they lost a large portion of their bread and water, so that when they reached Upolu one biscuit had to be divided between four of them for one day's supply.

The United States' whaling barque "Swift" was wrecked at the Island of Rarotonga; the crew all saved.

Many of the islands have suffered severely from vessels under Peruvian colours. The master or supercargo and crew of one of these vessels went on shore on one of the low islands, and drove some of the natives into their boats at the point of the bayonet. At some of the islands the natives have been entrapped on board, then urged to go below to sell what they had, when the hatches were shut upon them, and off sailed the vessel.

At Savage Island, where there is a Protestant Missionary, one vessel fired on the people in the canoes, and killed one or two and wounded others, thus intimidating the islanders, when they gave themselves up to the boat; they then were carried on board and taken away.

Englishmen, Americans, Germans and Spaniards, have been engaged in the kidnapping of the islanders. One, Patrick Cooney, an Irishman who has been living amongst the natives for many years, has by persuasion (he knowing the language) and threats induced some natives to go, but when these means failed he has carried his threats into execution and fire-

on the defenceless natives and killed one or two, and wounded others, when they gave themselves up.

These infamous proceedings have in many ways injured the trade of the islands, rendering the natives extremely suspicious of all foreign vessels visiting them, and unwilling to expose themselves to the danger of trading.

The following is a list of ships visiting this port during the past year :—

	No.	Tonnage.
English and Colonial	38	3,315
Her Majesty's steam-ship "Hecate"	1	900
His Imperial Majesty's ship "Latouche Trevell"	1	450
Tahiti, under French Protectorate	5	590
United States of America	18	5,339
Hamburgh	36	3,939
Sandwich Islands	3	460
Peruvian	1	300
Tonga	1	17
	104	15,310

The following are the rates of wages :—
For labourers 1 dollar per day, either cash or trade.
House and ship carpenters 2 dollars to 3 dollars per day.
House servants 1 dollar to 1 dollar 50 cents per week.
Sailors wages 12 dollars to 18 dollars per month.
Interest on money 8 to 10 per cent. per annum.

Apia Upolu, January 28, 1864.

NETHERLANDS.

NORTH HOLLAND.

Report by Mr. Consul Newnham on the Trade and Navigation of North Holland during the Year 1863.

THE trade of the bygone year was nearly like that of 1862; in fact, but little variation has taken place during the last few years; and in general it may be said that business was calm, the sale of most articles being pretty regular, and sufficient to meet the demand. The circumstances which limited speculation and depressed business were mainly the disastrous civil war in America, the uncertainty concerning important political questions in Europe, and lastly, during the latter part of the year, the extraordinary rise in the rate of discount, especially in London and Paris, a natural consequence of the scarceness of money. It is impossible to rely on any change in this state of things before the war is brought to an end in that country, which will allow commerce to develope itself more freely. In the meantime it is satisfactory to be enabled to say that the year passed away without disasters. The value of some articles underwent a rather heavy fall, but generally speaking, prices maintained themselves with firmness.

Shipping and Navigation.—The shipping at Amsterdam has gradually decreased during the last two years. In 1862 the falling off was more remarkable in the number of vessels than in the tonnage. In 1863, however, both vessels and tonnage were considerably less, as is manifest in the following comparative statement of the last three years.

Comparative statement of the arrivals and departures of Netherlands and foreign vessels at Amsterdam in 1861, 1862, and 1863 :—

	Arrivals.					
	1861.		1862.		1863.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands	1,036	226,861	840	202,282	831	180,638
Foreign	1,037	212,163	885	209,115	857	182,256
Totals	2,073	439,024	1,725	411,397	1,688	362,894

	Departures.					
	1861.		1862.		1863.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands	1,090	228,712	952	217,745	914	206,177
Foreign	1,057	208,772	960	221,087	909	188,336
Totals	2,147	437,484	1,912	438,832	1,823	394,513

The arrivals in 1863 of Dutch vessels from the Netherlands East Indian possessions were fewer than in the previous year, but those of foreign vessels greater, thereby showing that competition in that important trade is stronger than ever. The trade with the Dutch West Indies

has diminished, owing to the decrease in produce brought about by the emancipation of the slaves in 1863 ; and though it promises favourable results for the future, yet any important improvement cannot well be anticipated until matters have been more satisfactorily arranged, and the manumitted slaves clearly and thoroughly comprehend their own interest.

The arrivals from, and departures to Great Britain show a decrease of 24 and 95 vessels respectively. This may, in a great measure, be ascribed to the competition with Prussian coal. The fact that the importation of this article during the past year from that country by the Dutch Rhenish Railway amounted to 56,933 against 32,135 tons in 1862 clearly proves that the introduction of coal from the North of England is likely to diminish to a very great extent.

The arrivals from the Baltic, White, and Black Sea were less in consequence of the plentiful harvest throughout Europe. There was an increase in the departures to those seas, originating from a greater exportation of refined sugar to Russia.

The trade with Sweden has been favourable, but with Norway the contrary has been the result, owing to the fact that in 1862 a greater quantity of timber was imported from that country than was necessary for consumption, and that there was a greater demand for Swedish than Norwegian timber.

The number of vessels launched during the course of the year 1863, amounted to 10, with a tonnage of 2,893. Of foreign vessels, 4 small ones were purchased by Dutchmen. Eleven Netherlands vessels, the tonnage of which was 7,556, changed their nationality, 4 of them being sold to British, and 7 to Norwegian subjects. At the close of the year the number of Dutch vessels belonging to the port of Amsterdam exceeded that of the preceding year by 3, but the aggregate tonnage was lessened by 3,082.

Trade and Commerce.—The following particulars refer to the imports, exports, and fluctuations of the principal articles of commerce during the year 1863 :—

Coffee.—During the first nine months of the year there was but little fluctuation in Java coffee. Good ordinary was quoted at from 45 to 45½ cents.* At the autumn sales 46 cents were paid. Since that period a combination of circumstances depressed business ; such, for instance, as the war in America, a temporary increase of Ceylon coffee in the London market in conjunction with a discount of from 7 to 8 per cent., the fear of political outbreaks in Europe, and the uncertainty respecting the manner in which the Netherlands Trading Company's sales were to be conducted in 1864. The majority of holders were unwilling to concede ; they wished to await a more advantageous opportunity, and it seems that the opportunity presented itself, at least the tendency of the market towards the end of the year became very firm, remarkably so for good ordinary Java, the stock of which was but small. The imports of East Indian coffee, on private account, were rather important, and they met with an easy sale at the price of the day. Those from the West Indies were insignificant, and often not easy to be got rid of, especially in consequence of the tenacity of holders. Some were sold gradually but there remained a few portions, chiefly however from the Santos cargoes.

The Netherlands Trading Company has announced its intention of holding monthly sales (except during the winter months). The first of

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin, or guilder) to 1*s.* 8*d.* sterling.

these to take place in the middle of March, 1864, and to be made up of 80,000 bags. It is difficult to say what effect this change will produce in the coffee trade, and opinions on the subject, as is natural, vary.

The imports were as follows :—

		Bags.	Casks.
By the Netherlands Trading Company	Neth. E. I.	773,583	..
	Ceylon ..	2,150	257
By Private Merchants	East Indies	230,016	..
	West do.	26,045	679
Total		1,031,794	936

The stock on hand on the 31st of December, 1863, was :—

		Bags.	Casks.
Netherlands Trading Company ..	Neth. E. I.	204,054	..
	Brit. do.	2,078	107
On Warrants	Neth. E. I.	151,781	..
	Ceylon ..	1	51
Private Merchants	East Indian	24,500	..
	West do.	8,000	..
Total		390,414	158

The quantity sold by the Netherlands Trading Company during the past year amounted to 826,344 bags, and 254 casks.

Tea.—The imports being equal to the requirements of the day, the market during the entire year was firm. The imports were 5,000 quarter chests less than in 1862. The consumption decreased by about 2,000, and the exports by 4,000 quarter chests. There was a demand for fine Souchong for abroad nearly the whole of the year. In February there was put up for auction the cargo of the ship "Crouch Brothers," the greater part of which was of a superior quality. The ordinary sorts, for which there was a great want, got high prices. The better kinds fetched comparatively lower prices. In April, the cargo of the "Glendower" was easily disposed of at the sales, and the ordinary sorts were soon after sold at slightly advanced prices. The cargo of the "Marco Polo," which was offered for sale in July speedily found ready purchasers. In August, 814 quarter chests of China and 18 of Japan tea of ordinary and good quality were got rid of by auction, and produced fair prices. In September, Congo and Pekoe, to the amount of 400 quarter chests, were offered, a portion of which brought a good figure, the remainder being bought in. Towards the close of the year, 875 quarter chests of Congo realized a high price. There was well nigh a total absence of China green tea in the market. Good ordinary China was likewise very scarce.

The imports from Java consisted of about 22,000 quarter chests, against 26,000 in 1862; the exports, 9,000 quarter chests, against 12,000 in that year. The sale of the Netherlands Trading Company was made up of 21,000 quarter chests, say about 3,000 less than in the previous year. Black teas, ordinary and middling, were priced at a high figure. The better sorts were parted with at prices proportionably lower. Green teas were generally sold below the prices at which they were valued in consequence of there being a lack of orders for abroad.

Small quantities of Java tea, imported by private merchants, were disposed of at firm prices.

The following is a statement of the stock on hand on the 1st of January, 1863, and the imports during the year :—

	Stock on Hand, Jan. 1, 1863.	Quantities Imported, in 1863.	Totals.
China Tea ¼ Chests.	6,146	21,680	27,826
Java do. „	11,628	22,336	33,964
Japan do. „	..	153	153
Assam do. „	..	38	38
Totals ..	17,774	44,207	61,981

Sugar.—The sugar trade has been very important, and accompanied by great fluctuations in prices. The imports exceeded those of 1862 by about 11,500,000 kilos.* This increase was brought about by larger supplies from Java, but more particularly through merchants, and refiners making considerable purchases in the early part of the year in England of cargoes of Havana sugar that had then not arrived. The imports from Surinam were less by about 1,000 casks.

Though the imports exceeded those of previous years, the exports on the contrary were far below those of 1862, and they would have presented a still more unsatisfactory result, had it not been, that towards the close of the year nearly 2,250,000 kilos were exported. This decrease may be ascribed mainly to the sudden cessation of exports of raw sugar to Russia, in consequence of a ukase permitting refined sugar to be imported into that country.

The exports by inland navigation may be divided into 13,000,000 kilos by the way of the Rhine, and 5,000,000 to Belgium. The exports of refined surpassed somewhat those of the past year, but it must be taken into consideration that about 12,000,000 kilos were sent to Russian ports alone, so that the exports to the usual markets underwent an important decrease, and the same remark may be made with regard to the exports of loaf sugar to England. Under the influence of the large stocks in Europe, of plentiful harvests of beetroot in France and in Germany, and of the languishing state of commerce the year opened feebly at 1 franc below the prices realized at the November sales in 1862, and towards the close of January the prices were already from 2 francs to 2 francs 50 centimes below those of November. In February and March there was a more lively demand for the Rhenish provinces, Sweden, and Russia (where the beetroot crop was a failure), which produced a rise of about 2 francs in the market, especially for the fine steamed qualities of white sugar. The March sales passed off at 50 cents below the November ones for Nos. 14 to 17, and at the November prices for Nos. 18 and 20, and for brown sorts. About a third was bought for exportation. After the sales the demand from Russia continued, and the kinds that were sought for fetched even from 1 franc to 1 franc 50 centimes above the March prices. In the commencement of April the demand from Russia ceased entirely consequent on the ukase allowing the introduction of refined sugars into that country. The natural result of this step by the Russian Government was an important rise, and a brisk business in refined sugars. In April about 12,000,000 kilos were taken at a rise of about 5 francs. This rise was accompanied by an

* A Netherlands pound, or kilo, is equivalent to 2 lbs. 3 oz. avoirdupoise.

amelioration of about 2 francs for brown sugar. On the other hand, white sugars were but little asked for, and in a depressed condition. The activity which then existed in the market was but short lived. In May the exports of refined sugar to Russia had already ceased; and in addition to this, the unsatisfactory news from the Mediterranean, as well as considerable imports, contributed in a great measure to lower the market. This state of things continued up to September, and the sales held during that period felt the effect. Those of May went off at from 1 franc to 2 francs above those of March. Those of July at 1 franc 50 centimes below the May sales, and the September ones at 1 franc 25 centimes under July. In October many circumstances helped to enliven the market, and to fix an important rise in prices. A deficit of nearly 90,000,000 kilos in the beetroot crops in France, and the reported inferior harvest at the Mauritius, Isle of Réunion, and West Indies, together with the doubt as to whether Louisiana would produce over 30,000 casks, brought about a sharp demand, particularly for France, and a consequent rise in prices. At the November sales brown, and light sugars fetched from 7 francs 50 centimes to 8 francs, the white sorts 6 francs 50 centimes above the September auctions, and almost the half went to France. Since that time sugar has been much in request, and a brisk business was done in floating cargoes of new sugar from Java from 1 franc to 1 franc 50 centimes above the November prices. In the commencement of December there was a slight reaction, principally on account of the scarcity of money, and the high rate of discount at Paris and London, but the market very soon became more lively, and towards the end of the year prices were quoted at from 1 franc 25 centimes to 1 franc 50 centimes above the November ones.

The following is a comparative statement of the quantities of refined sugar exported during the last 3 years:—

Qualities.	1861.	1862.	1863.
	Netherlands pounds.	Netherlands pounds.	Netherlands pounds.
Melis and Lumps	62,799,155	63,243,400	63,405,900
Candy	826,868	1,109,500	1,005,200
Bastard	16,722	49,700	781,000
Treacle.....	4,229	123,000	29,000
Totals....	63,646,974	64,525,600	65,221,100

Tobacco.—Business in Maryland tobacco was insignificant, and prices fell. The prospects at the latter part of the year, however, were rather more auspicious, partly on account of reports from America, and also that a greater consumption was anticipated consequent on low prices, for the high quotations of preceding years caused various substitutes to be used.

Of Virginian more was imported, and high prices were given for superior sorts, of which but little was left.

Of the 1,196 hogsheads of Kentucky which arrived, only 50 found their way into the market; ordinary kinds fell gradually. With stalks scarcely anything was effected.

Varinas went off slowly, the demand being next to nothing.

From Porto Rico there were no direct importations, and it was but little called for, the Java tobacco presenting qualities which made them good substitutes.

Of Havana and Cuba hardly any was introduced. The new harvest,

and likewise the Yara crop, being of an inferior quality, prices went down rapidly. Good sorts maintained themselves, and were readily sold.

St. Domingo declined, most of the imports not being good enough for cigar wrappers.

Brazilian retrograded because of the inferior quality of the abundant harvest.

A lengthened drought produced a disastrous effect on the Java produce, so much so, that it was impossible to obtain any but middling prices. The news of the approaching harvest were again unpropitious, the result of the heavy inundations and continued rains.

The harvest of Dutch-grown tobacco (Amersfoort, &c.), was of a superior kind, but still influenced by the general fall, and it was hopeless to think of getting high prices and a ready sale which every one naturally expected.

Cigars.—In Manilla business was brisk; nevertheless, prices fell considerably. From the Havana but little came to this country, and what was done was limited for the most part to the wants of the day.

STATEMENT of the stock of the different kinds of Tobacco in the beginning of 1863, of the quantity imported during that year, and of the remaining stock in December 31, 1863:—

	Hogsheads.		Packages.						
	Maryland	Kentucky	Java	Brazilian	Havana	Columbian	Cuba	St. Domingo	Seed-leaf
Stock on hand, Jan. 1, 1863	1,642	..	1,484	234	81	..	..	..	86
Quantities imported in 1863	4,349	1,196	57,748	8,196	242	417	118	630	..
Totals	5,991	1,196	59,232	8,430	323	417	118	630	86
Quantities sold in 1863	4,651	..	51,802	4,320	323	319	..	630	..
Stock on hand, Dec. 31, 1863	1,340	1,196	7,430	4,110	..	98	118	..	86

Rice.—Like last year there was not much business in this article, or any great fluctuation in prices. Notwithstanding the restricted demand, the market was always pretty firm. In the spring there was a trifling rise. During the latter part of the year everything was exceedingly calm, and prices fell slightly. Some cargoes came from Rangoon and Bassein, the greater part of which were sold before reaching this country. Clean rice was generally disposed of for immediate use. In June, July, and August, speculation revived, but it was confined mainly to coarse rice, in which, however, there was but little done in consequence of the high demands of holders. The bonded rice (clean) at the close of the last three years was stated to be as follows:—

In 1863	84,562 Bags.
„ 1862	88,784 „
„ 1861	83,695 „

Indigo.—The low prices in the early part of the year were unequal to rally the demand. Business languished until the spring sales of the

Netherlands Trading Company, but then there was a change; further, the result of the sales exceeded all expectation, the average fall, compared with the one in October, 1862, being but 30 cents. Afterwards the market became calm, with now and then a slight rise. It was not before September that any sign of activity appeared, and even then there was no change in prices. At the autumn sales prices were well kept up of middling sorts; ordinary ones only were sold at 20 cents below the prices realized in May. On the other hand, from 20 to 30 cents more were paid than in that month for fine and superior qualities, the sales of which were but badly supplied. Out of 630 cases put up to auction at that time on private account, only 88 were bought in, the remainder being easily disposed of. Since the above period, the market maintained a firm aspect, but business was devoid of any interest. During December private supplies increased considerably. In other kinds, such as Bengal, Kurpah, Madras, and Manilla, hardly anything worth mentioning was done. In Guatimala and Carracas much briskness was observable, and the stock, which was pretty considerable, was well nigh exhausted. Prices rose, but they were not quite able to re-establish their footing in consequence of the fall that they had previously undergone.

Cochineal.—The transactions were far greater than for many years past, and though the rise was but slow, it was continued. The decrease in imports from Honduras, and other sorts, to London, made the market firmer, besides which, the consumption increased after that aniline was no longer used. The Netherlands Trading Company's sales went off at firm prices, and in addition to the sales business was kept alive, and but little remained at the end of the year.

Of West Indian cochineal only a small quantity came from Curaçoa, which, however, found purchasers at good prices. The Mexican stock, and other kinds, rather considerable at the commencement of the year, were well nigh all sold. The little that was imported from Honduras found steady buyers.

Cotton.—American cotton is no longer to be met with in this market. The imports of East Indian, and other qualities, came for the most part from Liverpool and London. Prices were continually on the rise, and fluctuated—

From	1f.	68c.	to	2f.	64c.	per kilo	for fair Dhollerah.
,,	1	40	,,	2	14	,, ,,	Scinde and Bengal.
,,	2	38	,,	3	50	,, ,,	good and fine Surinam.

The imports amounted to—

298	bales	of Surinam and Nickerie.
6,362	,,	Surat and Tinnevelley.
131	,,	Savanilla, Smyrna, Java, &c.
Total.... 6,791		

Wool.—The market did not become lively until the close of May, a period at which prices had descended to their lowest standard. Since that time they continued to rise gradually. In October, a sale of 3,900 bales, by the Netherlands Trading Company, as well as one of 500 bales on private account, went off easily at 10 per cent. above the prices realized in April. There were no importations of Portuguese, and very few of German or Danish wools. Country wools found purchasers at prices exceeding the highest that were quoted in 1862.

The following is a comparative statement of the different kinds of wool imported during the years 1862 and 1863 :—

Countries.	1862.			1863.		
	By Private Merchants.	By Netherlands Trading Company.	Totals.	By Private Merchants.	By Netherlands Trading Company.	Totals.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Cape	1,828	1,680	3,508	250	3,141	3,391
Port Philip and Sydney	168	1,008	1,176	..	420	420
Buenos Ayres	1,038	1,093	2,131	1,063	2,667	3,730
South American	373	..	373	..	..	..
Algeria	..	..	..	152	..	152
Russia	87	..	87	61	..	61
Denmark and Germany	187	..	187	111	..	111
Bombay and Persia	83	..	83	79	308	387
Curacoa	20	..	20	35	..	35
Mohair	11	..	11	1	..	1
Totals..	3,795	3,781	7,576	1,752	6,536	8,288

Hides and Horns.—Business in South American and West Indian hides continued in a state of depression, mainly on account of the scanty importations. Those from Buenos Ayres, imported by the Netherlands Trading Company, found a ready sale. Java hides, especially the light sorts, were eagerly bought at firm prices. Buffalo hides were steady, there being no orders for abroad, and holders demanding too high a figure. From Calcutta good sorts were sent to market, and quickly exported. Inland skins went off rapidly, and prices varied but little.

Buffalo horns, from Buenos Ayres and Java, were sold at the sales, and by private auction. Country horns only found buyers at low prices.

The rate of exchange on London during the year 1863 has ranged from 11.68¾ francs to 11·90 francs per £ sterling for bills at short dates.

Agriculture.—Reports from all quarters have been on the whole satisfactory, and though the pastures suffered considerably through the continued drought in the early spring, yet no great complaints were heard after that the hay harvest had begun. The grain crops were beyond all expectation, which naturally caused prices to decline. With regard to the breeding of cattle, improvement becomes apparent every year. Over the whole of the district, formerly the Haarlemmer Meer, agriculture is making rapid strides.

Public Works.—In the course of the year the following government railways were opened, viz. : from Tilburg to Bergen op Zoom, and from Harlingen to Leeuwaarden ; the latter, after that it be carried into Hanover, will, in addition to the benefit that will be conferred on the country at large, probably make Harlingen one day a very important port.

The Netherlands Central Railway Company opened the line between Utrecht and Zwolle, which it is proposed to extend to Prussia.

The carrying out of the project of establishing a more direct communication between Amsterdam and the sea is still an important question for the city. Unfortunately much progress has not as yet been made. Let it be hoped that the year 1864 will prove more auspicious.

Amsterdam, June 4, 1864.

NEW GRANADA.

PANAMA.

Report of Mr. Acting-Consul C. T. Bidwell on the Trade of Panamá, for the Year 1862.

THERE are few changes of importance or calling for remark in the trade of this year compared with that of the years immediately previous, and particularly with that of 1861.

The following statement of the traffic over the Panamá railroad combines the total foreign and local transit trade, and this statement, meagre as it is, is the only thoroughly reliable statistical information that can be procured.

This statement shows an increase in the several classes of merchandize conveyed across the isthmus, and there is no doubt that the transit business by this route is steadily developing. Large quantities of wool and cotton from Peru were, during the latter months of the year, sent by way of the isthmus, and almost every description of merchandize which was formerly sent to and from Europe, the west coast of South America, and Central America, *viâ* Cape Horn, is now forwarded by way of Panama, including even copper ore from Bolivia and Chile.

STATEMENT showing the Traffic of the Panamá Railroad, including Passengers, Treasure, Mails, and Merchandize, for the Year ending December 31, 1862.

Description.	Forwarded to Panamá.	Forwarded to Aspinwall.	Total.
Passengers	18,307	8,113	26,420
Gold and Pearls	$4,451,259 68	$35,745,214 19	$40,196,473 87
Silver	..	$14,687,131 62	14,687,131 62
Jewellery	$573,239 44	..	573,239 44
American Mails lbs.	348,810	63,712	412,522
English ditto „	36,617	9,406	46,023
Extra Baggage .. „	458 267	214.508	672,775
Express Freight	7,795 ft. 6 in.	2,464 ft. 10 in.	10,260 ft. 4 in.
1st Class	533,261 ft. 2 in.	11,958 ft. 11 in.	545,220 ft. 1 in.
2nd Class .. .. lbs.	811,383	2,616,764	3,428,147
3rd Class .. .. „	3.177,878	3,099,434	5 277,312
4th Class .. .. „	13,662 215	5,350,475	19,012 690
5th Class .. .. „	294,070	5,731,244	6,025 314
6th Class .. .. „	229 985	68,775	298,760
Special .. .. „	11,715,162	*3 421,103	15 136,265
„	258,818 ft. 3 in.	2,190 ft. 4 in.	261,008 ft. 7 in.
Coals .. .. lbs.	21,378,537	..	21,378,537

* Mostly pearl shells.

STATEMENT showing the Value of the Treasure, included in the above, forwarded to Europe by the steamers of the Royal Mail Steam Packet Company during this period.

From Panamá, including Pacific Ports of New Granada ..	$296,837	00
Pearls from Panamá	64,616	00
From South Pacific, including Chile, Peru, Bolivia, and Ecuador	7,1779,975	00
From North Pacific, including British Columbia, California, and the Mexican Coast	16,201,305	42
Total	$23,740,733	42

With reference to the latter statement it may be remarked, that in consequence of the war in the United States, and probably owing to a want of security felt by shippers and merchants for property on board American vessels in the Atlantic, a large portion of the remittances from San Francisco (which was formerly sent by American steamers to New York), has been forwarded by the British steamers to Europe.

A slight impulse has been given to the almost nominal local trade by the exportation of the "caucho," or india-rubber, which is produced in considerable quantity in the province of Darien and other parts of the isthmus, and brought to Panamá for sale. About 1,000 quintals were exported during this year, and it is estimated that three times that quantity will be exported during the year 1863. The average value of this article here is about $18 the quintal of 100lbs., or 9*d.* per pound.

In order to obtain the india-rubber, the trees from which it is procured have been hitherto cut down, and it is feared that unless this destructive manner of obtaining this important article of commerce is remedied, the india rubber of the isthmus will ere many years be exhausted.

Sugar plantations on a larger scale have been commenced, and two steam engines have recently been erected in the State for the manufacture of sugar, molasses, &c., which shows a spirit of improvement in this branch of industry. The native population in the vicinity of the mills are said to have entered heartily in the cultivation of the sugar cane.

A timber saw-mill is reported also to have been successfully worked in the department of Chiriqui.

In the local trade in deer-skins and hides there has been no perceptible difference.

Precious stones have been found within a few miles of the line of railroad, and the natives still obtain small quantities of gold in the tributaries of the River Chagres, the men being able to wash out, at certain periods, gold to the value of from $1½ to $3 daily (6*s.* to 12*s.*).

The rate of exchange during the year has varied very little from that reported for 1861.

Panamá, July 31, 1863.

PANAMA.

Report by Mr. Consul Henderson on the Trade of Panamá for the Year 1863.

Shipping and Navigation.—In addition to the lines of steamers mentioned in the Report for 1861, a line formerly established between New York and Grey Town, and between San Juan del Sur and California, connecting by the Nicaragua Transit Route (now given up), was transferred to the Isthmus in October, 1863, and one steamer of that line now runs monthly between California and Panamá, and one steamer, connecting with it, between New York and Colon.

The steamers arriving and departing at Panamá and Colon monthly, are, with that addition :—

Between Colon, West Indies, and Southampton	2
„ „ „ „ Liverpool	2
„ „ „ „ New York	4
„ Panama and South Pacific Ports	3
„ „ West Coast, Mexico, and California ..	4
„ „ and Central American Ports	2
Total	17

or 34 arrivals and departures monthly.

Twenty-five sailing vessels, of which 8 coal ships and 17 small coasting craft, arrived at Panamá during the year 1863. At Colon, the number of sailing vessels arriving was about 150.

A line of British steamers, between Panamá and New Zealand is to be established in the year 1865. A new line of American screw steamers, between New York and Colon, is also said to be in contemplation.

Trade and Commerce.—The trade at Panamá is divided into two distinct classes : the Trade proper of the Isthmus, and the Transit Trade.

The latter, though of little local importance, is to a certain extent connected with the maritime trade of the Isthmus, and is of interest as a statistic of the current of trade as it becomes influenced by the railroad across the Isthmus, and it may therefore not be irrelevant to give it a place in connection with the local trade.

The accompanying statement of the Panamá railroad traffic for 1863 comprises the whole of the two branches of the trade, with the sole exception of a small amount of imports at Colon and Panamá for consumption on the spot, and of a small amount of produce collected at, and exported from Colon, and which do not pass over the railroad.

STATEMENT of the Panamá Railroad Traffic for the year 1863 :—

Passengers	No.	32,273	1st Class Freight	Feet.	1,238,670
Gold	Dollars.	36,611,295	2nd „ „	lbs.	3,111,367
Silver	„	18,653,239	3rd „ „	„	6,777,102
Jewellery	„	496,495	4th „ „	„	28,827,131
Treasury Notes ..	„	1,050,000	5th „ „	„	6,443,585
American Mails..	lbs.	614,583	6th „ „	„	219,044
English „ ..	„	45,976	Special „	„	6,028,250
Baggage	„	901,078	„ „	Feet.	45,470
Express Freight..	Feet	13,121	Coal	lbs.	17,918,496

SUMMARY.

Passengers	No.	32,273
Treasure and Treasury Notes	Dollars	56,811,029
Freight in	lbs.	70,886,612
„ in	feet	1,297,261

Of the amount of treasure, about $5,000,000 were exported from England to Peru, being the amount of a loan made to that country in 1863, and nearly $500,000 represent the value of jewellery exported from Europe to the Pacific. The remaining $51,000,000 were sent from Pacific ports to Europe and the United States.

Of this latter sum, the following amounts were sent to England in 1863 :—

	$
From California and Mexico	33,000,000
From South Pacific Ports	8,340,000
From Panamá and Buenaventura	600,000
From Central America	300,000
£8,448,000 =	$42,240,000

The import trade of Panamá for consumption on the Isthmus, is estimated for the year 1863, at about £70,000, and consisted principally of English and German cotton and woollen goods and hardware ; lumber, ice, and preserved provisions, from the United States ; flour from the United States and Chile ; and rice, coffee, and sugar, from Central America.

The export trade of Panamá comprised during the year 1863, according to an approximative estimate :—

	£
5,000 hides valued at	1,500
Pearls	25,000
Pearl Shells	10,000
Caoutchouc, 4,000 quintals	14,400
Vegetable Ivory	1,100
Cattle, Fruits, Vegetables, &c., principally supplied to Shipping	8,000
Total Exports	£60,000

Besides this sum, produce to the amount of at least £20,000 is consumed on the establishments of the different Steam Ship Companies at Colon and Panamá, and which, though not actually exported, is paid for in money drawn from abroad.

The transit trade consists of all kinds of manufactured goods from Europe and the United States for the South Pacific, Central America, the West Coast of Mexico, California, and British Columbia ; and of gold and silver from all these places, and cotton, wool, alpaca, copper, barilla, caoutchouc, orchilla, hides, sarsaparilla, bark, indigo, cocoa, sugar, coffee, and straw hats from the South Pacific and Central America, exported to Europe and the United States.

The estimated value of all Imports at Panamá in 1863, was—

	£
	11,706,495
That of Exports	4,988,553
Making a total of	£16,695,048

The value of imports at Colon during that year, though not ascertained with any degree of precision, may be fairly estimated at the amount of exports from Panamá, with the addition of £60,000 for imports at Colon for consumption on the Isthmus.

The exports at Colon would, on the other hand, be equivalent to the imports at Panamá, less £10,000: the value of imports at Panamá for consumption, and with the addition of £60,000, the estimated value of Isthmus produce exported to Europe and the United States.

	£
The Imports at Colon in 1863 would thus be	5,048,553
And the Exports	11,756,495
Making a total of	£16,805,048

According to these estimates, the trade proper of Panamá in 1863, was:—

	£
Imports at Panamá and Colon ..	70,000
Exports at Colon	60,000
Total value of Panamá trade	£130,000

And the transit trade during the said period was:—

	£
Imported at Panamá and exported at Colon ..	11,696,495
Imported at Colon and exported at Panamá ..	4,978,553
Total value of Transit trade	£16,675,048

Agriculture.—The only new feature in the agriculture of the Isthmus is the stimulus lately given to cotton growing, for which the country is well adapted. Several agriculturists have sown portions of their land with cotton seed, and have been satisfied with the result. The yield in 1863 was, however, not sufficient to constitute an article of export, but it is calculated that the cotton crop of the present year will produce 1,000 quintals for exportation.

In regard to industries, population, and public works, there is nothing to be added to the information given in previous Reports.

Panamá, May 20, 1864.

OLDENBURG.

Report by Mr. Vice-Consul Koppen on the Trade of the Grand Duchy of Oldenburg for the Year 1863.

The trade of this Grand Duchy has in the course of the year not offered any particulars for new and interesting communications, but continues gradually increasing.

The chief import articles consist of—Cotton twist, cotton, and cotton ware, chiefly British and direct, and partly from Hamburgh and Bremen; coals and cinders, from England and Westphalia; pig iron, from England; bar and hoop iron, iron ware of all descriptions, machinery, &c., chiefly from Great Britain; coffee, from Bremen, Hamburg, and Holland; sugar and molasses, from Bremen, Holland, Belgium, and the West Indies; rice, from Bremen; tobacco and stems, principally from Bremen; wine and spirits, from France, Holland, the Baltic, Bremen, and the interior; deals and planks, from Norway, the Baltic, and America. Quantities are, however, as yet unascertainable, and it can only be stated, that of coals, about 28,000 tons; pig iron, about 5,848 tons; cotton, about 290 tons, were imported from Great Britain.

The chief export articles were as usual—Oats, beans, rapeseed, and barley, principally to England and Holland; but quantities cannot be stated, returns not having been obtainable yet, being at all times very difficult to procure from the numerous small outports where no regular control is kept, corn not being subject to any export duty. Considerable quantities were also exported to Bremen. The other articles are—Butter, principally to Bremen; pork and hams, to Hamburg; oil cake, bones, horses, cattle, and sheep, to England, Hamburg, Bremen, and the interior. The quantities have, with exception of the two latter, not been ascertainable, nor the tonnage of British vessels which partook in the export trade. The exportation of live stock to England has increased and amounted to 5,268 head of cattle, and 3,399 sheep this year.

The interest in shipping continues, but the number of Oldenburg vessels has, in consequence of some losses and sales, not increased this year, nor have manufactories been augmented, and those for cotton ware continued depressed by the consequences of the American war.

The port of Brake was visited this year by 421 vessels, 26 of which were British, of the measurement of 3,194 tons, with 143 seamen.

The Greenland fishery was only carried on by one vessel, and unsuccessfully, she having brought home only 1,166 seals this year. It is not likely that this trade will be extended again, nor will the herring fishery be recommenced, only one small vessel being sent to Scotland, buying and curing the fresh herrings there, having brought home 219 barrels this year. Four vessels are still employed in the South Sea fishery, and have apparently been successful, but the result is unknown yet.

The works at the Prussian marine establishment on the Fahde are advancing gradually, suffering, however, considerably by high tides in the beginning of last month.

The public roads continue to be improved, and there is at present also a prospect that the building of a railroad, so long wished for, will be commenced in the course of next year.

Other public works are at present not in contemplation.

Brake, January 5, 1864.

PERSIA.

TABREEZ.

Remarks by Mr. Consul-General Abbott on the Trade of Tabreez for the Year ending 20th March, 1863.

English commerce at Tabreez has suffered in common with that in other countries during 1862–3 from the failure in the supply of raw cotton to the European markets. During the years 1858–9 and 1860 an unusual amount of cotton manufactures was imported into the north of Persia. In 1861 there was a marked decline in the quantity of such importations, arising principally from local causes in this country alluded to in a previous report, which had lessened the demand for foreign produce. Then followed the scarcity of raw cotton in the European markets, and consequent rise there in the value of manufactures produced from that article; but Persia being already overstocked by previous importations, no improvement in prices occurred until the autumn of 1862. A temporary rise then took place, which was presently checked by false intelligence of the probability of peace being restored between the contending parties in America, and so things continued until the termination of the Persian financial year, 20th March, 1863.

Mr. Dickson, who was Acting Consul-General at Tabreez, gave returns of the importations of dyed and printed and plain white and grey cotton manufactures, almost entirely the produce of English looms, for the years 1858 and 1859 at respectively 54,752 packages, or half mule loads, value 1,368,300*l.*, and 60,603 packages, value 1,518,207*l.* In the year ending on 20th March, 1863, there appear to have been imported only about 28,200 packages of such goods, to which the value of 815,000*l.*, on the spot, may be assigned. There are no means of ascertaining their original cost. About two-thirds of these importations may have consisted of printed and dyed goods, and one-third of plain cottons, and nearly the whole may be reckoned to have been of English manufacture.

As I am writing, in the month of May, I may be excused in mentioning that, since March last, the prices of British manufactures have at length greatly advanced in this market, and may now be considered to be from 15* to 76 per cent. higher than in the spring of 1862. The previous overstock has worked itself off in consequence of diminished importations, and there will probably soon be an absolute want of European manufactures, which must cause a still further advance in prices, and if of long continuance, drive the people to resort to an increased use of their own native fabrics.

The trade in refined sugar, which is a considerable item in the importations from Europe, has increased, it is understood, from 19,588 cases, valued at 106,443*l.* in 1859, to about 30,000 cases, value 150,000*l.* in 1862–3; but I regret to state that this trade, in which England formerly participated, now flows almost entirely from France and Holland. The sugar from the latter country is of an admirable quality: that from France has only its cheapness to recommend it.

Woollen cloths, which never were brought to Persia from England in any large quantity in modern times, seem to be no longe imported from the latter country; the market is supplied from Germany, Belgium, and France.

The importation of teas from Europe appears to have continued in

* Plain grey and bleached cottons, 30 to 76 per cent.: printed cottons, 15 to 35 per cent.

quantity about the same as in 1859, namely about 2,300 cases (¼-horse loads), but the value on the spot cannot be taken at less than 42,000*l.*

The preceding are the principal articles of importation from Europe.

The custom-house authorities will not give returns of the trade to foreigners, excepting they are highly paid for doing so; and even then, such is the careless way in which the accounts are kept, it would be questionable whether anything approaching to the truth would be obtained. Merchandise is not, generally speaking, opened out and inspected at the Custom-house, and therefore the contents of packages are very frequently not really ascertained. Of course a great deal of smuggling is practised, and that with comparative impunity, the only punishment put in force against the proprietor of the goods, when detected, being to make him pay a double duty.

The exportation of silk from this country by way of Tabreez appears to have increased in 1862 over the preceding year, when 7,399 ferdens or ballots, weighing each about 75 lbs. net, passed this way for Europe. In 1862 the number was 11,359 ferdehs, value about 393,778*l.*

I may be excused for mentioning here, by way of parenthesis, the following particulars respecting silk in Ghilan, the province where it is chiefly produced, because I believe I have obtained a tolerably correct note on the subject, and because Her Majesty's Government has now no Agent in that province.

In 1861–2, 3,194 ballots of silk were exported from Ghilan to Russia, *viâ* the Caspian, 693 ballots were sent to Baghdad, and about 2,570 to Cashan and other parts of Persia, for local consumption, in all 6,457 ballots, which with 10,535 to Europe through Tabreez, make up a total of 16,992 ballots; but about 1,500 of these were of the preceding year's crop, and there remained unsold at the end of the year about 1,000 ballots, so that the whole crop of 1861–2 was about 16,492 ballots, which was rather in excess of the average yearly production. Estimating this latter at 16,000 ballots, weighing 96,000 batmans shâhee, the value in tomans would be 1,248,000fr., equal to 554,666*l.*

Silk is the principal article which Persia has to offer as an export; but the whole amount of this and of other produce which she sends to Europe is small compared with the value of foreign goods she in general receives annually from that quarter. The balance of her trade with Europe is therefore very much against her; but, in the absence of statistics, it is impossible to arrive at anything more than a rough estimate of the amount. This I will endeavour to do in the following Table :—

Imports.

	£
Cotton manufactures as in ordinary years, about 50,000 packages	1,240,000
Refined Sugar, Tea, Cloth, and other European articles, exclusive of those of Russia	220,000

Exports.

Silk, say 9,000 packages	£351,000	
Other Articles	183,000	
		534,000
Balance against Persia in ordinary years in her trade with Europe		£926,000

This statement does not embrace the trade carried on in the countries of Khoee, Selmas, Oroumieh, Suldooz, and the neighbouring districts of Koordistan, most of them fine, and for Persia well inhabited countries, receiving their supplies of European goods direct from Constantinople, and carrying on a traffic with the Russian possessions north of the Arras.

The very heavy balance carried against Persia in her commerce with Europe, is undoubtedly in a great measure faced by that which results from her commerce in this part with the Russian possessions. The lawful branch of this trade may yield a balance in her favour of 360,000*l.* yearly. The contraband portion of it was reckoned in 1859 to have amounted to 400,000*l.*, which would be paid for entirely in specie; and although this traffic has very much diminished since the above-mentioned year, it still exists along the entire Russo-Persian frontier of Azerbaijan, and can only be very roughly estimated.

Considerable sums in specie have hitherto been sent yearly to Turkey, which, with bill transactions entered upon of late years with Tiflis and Odessa, and foreign bills on England, France, &c., drawn for the maintenance of Missions and Consulates, may account for the residue of the before-mentioned balance.

There is no prospect of any improvement in English commerce at Tabreez for the present; indeed the reverse of that must be anticipated for a time. Cotton manufactures are becoming scarce, and will be but sparingly supplied to this country from Europe. Prices will still advance, because the upper classes will continue to be purchasers of those reduced supplies, but the mass of the people must cease almost to become our customers for awhile. The state of this part of the country has long been unfavourable to commerce; there has been great insecurity in the roads and districts around, owing to a lax and vicious mode of Government, and provisions for several years have been very high for Persia. Bread, which in this country is emphatically the staff of life, remains at more than double its price seven years since, and it may be feared that it will advance in value this year, owing to the appearance of locusts in several parts of the country.

The scarcity of cotton in Europe has given a slight impulse to the small export trade in that article from Persia; but its inferior quality, and the expense attending its long overland transit to the sea, seem likely to prove a barrier to its becoming an export of any consequence from hence, though the article is produced in almost all the plain country of Persia.

In conclusion, I would remark that of the three Greek commercial houses which were established here under English protection, only two now remain; and that at present no British merchant is found here.

Tabreez, May 30, 1863.

PERU.

ISLAY.

Report by Mr. Acting Consul Cocks on the Trade of Islay for the Year 1863.

SINCE the transmission of the last Report nothing particularly worthy of remark has taken place at this port. The sudden desire of building houses and purchasing land, created by an impression that the railroad to Arequipa would be commenced here, has entirely ceased, consequent on the now well ascertained fact that the port of Islay will, in due time, be changed for that of Megia, a place distant about twelve leagues to the southward of Islay.

A small wooden house has been erected at the back of the town, which serves by way of mark for ships. It is situated on an eminence south-eastward of the bay, and may be observed for a long distance at sea. It is, I believe, the intention of the authorities here to cause a lamp to be placed in it, as a guide for ships at night.

A Consul for the Republic of Chili has been appointed at this port during the past year, in the person of Mr. Charles Lewis.

Commerce.—The following Table will show the exports and imports for 1863:

IMPORTS.

	Custom-house Value.		Invoice Value.	Duty.	Calculated Duties.	
	$	cts.	$	Per Cent.	$	cts.
Cottons	252,484	00	504,968	20	50,496	80
Woollens	594,539	00	772,900	,,	118,907	80
Linens	16,171	25	20,214	,,	3,234	28
Silks	92,955	25	116,194	,,	18,591	00
Clothing	142,813	75	178,517	30	42,844	12½
Hardware	117,147	25	146,434	25	29,286	81
Furniture and Sundries ..	182,300	12½	228,500	,,	45,700	03
Provisions	62,067	00	77,583	Fixed	62,067	00
Wines and Spirits	28,523	75	35,654	,,	28,523	73
Medicines	15,787	50	19,734	25	3,946	75

EXPORTS.

Class of Articles.	Quantity.	Price.	Value.	Total.
		$	$	$ cts.
Alpaca Wool quintals	22,307	68	1,516,876 00	
Sheep's ,, ,,	22,189	25	554,725 00	
Vicuna ,, ,,	66¾	68	4,459 00	
Llama ,, ,,	126	15	1,890 00	
Bark .. .. .. ,,	3,615	100	361,500 00	
Cow Hides .. .. ,,	300	4	1,200 00	
Ratania .. .. ,,	250	10	2,500 00	
				2,443,150 09
SPECIE.				
Gold dust and native gold oz.	4,760½	20	92,210 00	
Gold coin (20 sol pieces) pieces	249½	254	6,362 25	
,, (17 sol pieces) ,,	680	202	13,770 00	
Plata Pina .. .. mark	9,108	12	119,296 00	
Old silver	490½	10	4,905 00	
Silver coin (Bolivian) value	8,197	..	8,197 00	
				237,740 25
Total ..	..	..	..	$2,630,890 25

COMPARISON.

Imports	$2,100,698	00
Exports	$2,630,890	25
Difference	530,192	25

It will be observed that a considerable quantity of ratania has been exported in the last year. It is probable that this article will be exported in still larger quantities, in proportion as its useful properties become known. Ratania is the root of a bush growing in the environs of Arequipa. It is astringent, and yields a red dye. It is used in medicine, and also, it is believed, in the manufacture of English port wine. It has sold as high as 2*s.* 9*d.* per pound in England the first quality; 1*s.* 6*d.* is, however, considered a fair price.

Vegetable Wool.—A sample of this vegetable has been sent to England from Arequipa; the report in return, however, was not encouraging, the reply being that any quantity of it might be found in the marshes of England.

The following is a note of the wool and bark exported from the port of Islay in the year 1863:

		1863.			1862.	
		Number of Packages.	Total Weight.		Number of Packages.	Total Weight.
			Quintals.	lbs.		Quintals.
Alpaca Wool ..	bales	24,034	22,307	00	24,752	23,423
Sheep's „	„	33,623	22,189	00	31,658	20,982
Vicuna „	„	84	66¼	00	62	49¼
Llama „	„	155	126	00	59	48
Peruvian Bark ..	serons	2,410	3,615	00	1,758	2,637
Total ..		60,306	48,303¼	..	58,289	47,139¼
Vid Panama.						
Alpaca	bales	4,457	3,489	82	..	..
Sheep's	„	365	248	20	..	..
Llama	„	5	3	87	..	..
Bark	serons	754	1,131	00	..	..
Total ..		5,581	4,872	89	..	..

Commerce here would be much benefited were a few restrictive duties removed, or made more liberal. Peru still adheres to the exploded doctrine of protective duties; there is, however, no interest to protect. An import duty of 2 centavos, or 1*d.* per pound weight, is imposed upon flour in a country producing hardly any wheat. Large supplies come from the neighbouring republic of Chili, and were it not for these importations, the inhabitants of the coast of Peru generally, and particularly this part of it, could not well live.

Soap pays 4 centavos, or 2*d.* per pound, duty, and a very small quantity indeed of that consumed is made in the country.

Wines and Spirits, also, are charged with heavy duties; this is done to protect the wine growers of the country; however, wine growing does not, of course, prosper under such protection.

It would seem that these duties are not imposed with a view to the increase of the revenue; the republic appears to have already a sufficient revenue in the article of guano. For instance the budget of 1863 shows the income of the nation to amount to $18,512,000, $14,000,000 of which

are from guano, and $3,500,000 from aduanas or custom-houses, the b ance being derived from other sources, such as State property, &c. It is much to be wished, therefore, that the customs bye-laws were made more liberal; at present they are calculated to hinder commerce, and, in the hands of the custom-house officers, operate prejudicially to the country.

Ships.—Fifty-four ships in all entered the port in 1863:

		Tonnage.
5	Chili ships	654
33	British	12,258
6	French	2,900
4	Hamburg	1,316
1	Spanish	203
4	Peruvian	1,632
1	Hanoverian	356
54		

There are, besides, ships of this port bringing guano from the Chinca Islands for the consumption of Arequipa; and the Pacific steamboats, which run on the coast, and touch here eight times a-month. These latter bring as many goods as are brought by sailing vessels; principally, however, coast produce, such as flour, rice, sugar, &c.

Maps.—A map of the department of Puno, embracing much of the contiguous departments and Bolivia, has recently been made and published by a young Scotchman for the use of the Peruvian Government. Also a general map of the whole of Peru is, I believe, being prepared by an Italian gentleman named Raimondi, who is at present collecting data for this purpose. A good map of the country is indeed a great desideratum. It is gratifying to be able to mention these facts, inasmuch as they show that a spirit of progress is being awakened in Peru, which, it is to be hoped, will be productive of other improvements of a similar nature and usefulness.

Megia.—This place, which is now fixed upon as the future port of this part of Peru, for the embarcation and disembarcation of goods, and as the spot selected for the commencement of the railroad, merits attention, and to be described a little minutely. Megia, it is said, can have any quantity of water that may be required, and at little cost, and there are facilities towards forming a population of the first order. The valley of Jambo, two or three leagues distant, will provide all that is necessary for subsistence. With regard to the bay its anchoring ground is not so bad, or at least not worse than that of Islay. It is true the bay is not sheltered; but the same may be said of others of Peru, and of Valparaiso, with this remarkable advantage in favour of Megia, that the coast of Peru is not exposed to the violent tempests of the north which the coasts of Chili have to suffer. With the $1,600,000 which will be saved in the construction of the railroad from Islay to Megia, important improvements can be made at this latter place, and make it one of the best ports of Peru.

Valley of Jambo.—As the valley of Jambo is situated within about three leagues from Megia, the fact of this latter place being madoe a port and of the railroad commencing there, will much enhance its imprtance, increase the value of the haciendas or estates, and create an unwonted agricultural activity throughout its whole extent. It is situated in the Quebrada or ravine of the river which descends from the foot of the corro of San Antonio de Esquilache in Puno. The river is of a considerable size, and, in the periods of the rains in the Sierra, dangerous from its current, which not unfrequently sweeps away the haciendas and

their produce, and ruins the proprietors. The valley is from fourteen to sixteen leagues in length, five of which consist of haciendas and chacras, or small farms. The width of the valley at its mouth on the sea is said to be eight leagues, forming a kind of beach. Many olive trees are cultivated in the valley, and on both sides of it, north and south, it has lomas or pasturage for cattle, which cover the mountains in the rainy season from September to the end of December, at which time the river presents a view in the highest degree picturesque. Its productions are cotton (which grows spontaneously), olives, rice (superior for its taste, whiteness, and extraordinary size), sugar,—both these latter in quantities sufficient to supply Arequipa, and a portion is sent to Bolivia—maize, potatoes, sweet poatoes or camotes, chauches (a species of potato), fruits, and vegetables. This valley is famous for its fertility, and the ease with which its soil can be cultivated. It has an immense quantity of land lying waste. Its population scarcely exceeds 3,000 souls.

Cotton.—Little has been done as yet in the cultivation of this valuable staple in this part of Peru. Shortly, however, will be planted on the estate of Senor Malouga, in the valley of Jambo, from 3,000 to 4,000 plants, and if they should be found profitable, of which there can be little doubt, an additional quantity will promptly be cultivated on the same estate. Vast quantities of land are lying waste in the valleys on the coast in the south of Peru, and which cannot be made available for any produce so likely to be profitable as cotton. It is probable that the above example will be followed by other proprietors in this as well as in the other valleys.

I am not aware of any movement having been made in the interior towards the cultivation of this plant, the cost of conveyance from the interior to the coast of this article rendering it unadvisable at present to cultivate it to any great extent. When the carriage of raw material from the interior to the coast, and of cotton among others, shall have been made lower by means of a railroad, the inhabitants of the various cotton districts in the interior may be induced to turn their attention again to this branch of agriculture, for the growth of which their country is so admirably adapted.

Mines.—Little of novelty is to be observed of the mines of Peru; they are not worked, at least, as they would be under more favourable circumstances. The following facts relating to them, though of four years' standing, will serve, and may be taken still as a fair average of what is doing now in this branch of industry.

It may be affirmed with truth that the whole of Peru is one vast mine, of which the hand of man hitherto has only scratched the surface. The most important silver mines known are met with in Cirro de Pasco, Hualgayoc. Puno, Huantajaya. Castro-Veriyna, San Juan de Lucanas, Cailloma, Huallanca, and Queropalca (the two last in the province of Huamalies). From the first are extracted annually more than 300,000 marks; from the second, about 36,000; from the third, 40,000; and from San Juan de Lucanas about 3,000.

The *Gold Mines* most worthy of mention exist in Pataz, Huaillura (Province of Condesuyos), the Province of Jarapaca, Santa Tomas (Province of Chachapoyas), Cerro Blanco (near Nasca), and in the ravine of Chaparra. The *Washings of Gold* are in Chuquibamba (Province of Huamabis), the river Chinchipe (Borja), which is, at present, in the power of the savages, and in many other parts of the *Montaña,*—above all, in Caravaya.

Copper.—The mines of this metal of the best quality, containing even,

it is said, a portion of gold, and the metal of which is worth so much more in Europe, are worked at present in Atiquipa (near the port of Chala) in Morococha, and in the district of Pica (Province of Tarapaca).

Quicksilver.—The richest mines are found principally in Choula (Department of Huarez) and Huancavelica. There are also some in the environs of Pasco and Puno, and in the ravine of Izcuchaca, eight leagues from Huancavelica, in some provinces in the Department of Cuzco, in Chachapoyas; but the best quality of this metal is found in Pucara (near Jauli). All these mines, directed with prudent economy, offer the most flattering prospects. Actually, indeed, the greater part of them, either from the scarceness of hands, the want of enterprise, or a knowledge of metallurgy, or of capital, or of roads for quick and cheap means of conveyance to the coast, are in a state of complete abandonment.

Immigration.—As suggested in my last Report, were Europeans freely invited to settle here in the same manner that they are in our own colonies,—affording them every facility for procuring land, and granting them all the necessary conditions suitable for a permanent settlement,—their industrious habits, their energy and desire of securing a competence—qualities most necessary and useful in this country, but which, unfortunately, the Peruvians generally do not possess,—not only mining, but agriculture, in the same manner, for instance, as in the neighbouring Republic of Chile,—would promptly flourish here. Immigration, or, rather, colonisation, on a large and liberal scale, together with railroads, appear to be the means of, at once, developing the abundant resources of this country; and, until one or the other of these means is adopted and vigorously carried out, the progress of the Peruvians must necessarily be slow.

Railroad.—The railroad from Megia is progressing satisfactorily. The survey for it has been finished by the engineers of the Company,—that is to say, has reached Arequipa. It appears now that the preliminary survey by the Government Engineers, which served as a basis for the contract between the present Company and the Peruvian Government, does not satisfy the conditions requisite for the practicability of the work. The new survey which has been made will be a great improvement on the old one. The municipality of Arequipa are exerting themselves to have the new survey adopted, and have called a meeting of the inhabitants, and a petition to the Government has been prepared and numerously signed, praying that it may be adopted as modified, according to the plans presented by the Engineers of the Company.

The Government reserved to itself the right of rescinding the contract with the present Company, should the cost of the new survey exceed the original sum stipulated or computed to be required, viz., 10,170,679 dollars. From the report of the engineers of the Company, it seems that the cost will exceed this amount, and hence the petition of the municipality and inhabitants of Arequipa to the Government to grant the additional outlay called for. The general opinion is that the petition will be complied with.

Since the establishment of the line of steamers on the coast commerce has greatly increased,—indeed, in all the coast-towns. What is now required is the *opening up of the interior* by railroads, and no doubt a still more important result will follow. It has been well observed by the Mayor of Arequipa, in an address to the Prefect of the Department, "That this railroad will produce immense and beneficial results towards the enlightenment of the people and the development of the natural riches of the Departments of Arequipa, Puno, and Cuzco, and form the most solid elements of peace. Progress will soon require that the line should be prolonged to the Lake of Titicaca, in Puno, and already they are at

work upon the steamboats which are to furrow it. Another short line from the shore of Huarina to the city of La Paz, the capital of Bolivia, will place that city within forty-eight hours' distance from the Pacific, &c."

The line will be about ninety miles in length, rising to 7,500 feet above the level of the sea (the height of Arequipa).

The Government will guarantee 7 per cent. on the capital advanced. At present the traffic returns by mule-carriage show nearly that amount.

Titicaca.—Three steamboats have been got out by the Peruvian Government, from England, in pieces. They are now being transported to this lake from Arica, where they were landed. The conveyance is an arduous undertaking, as all must go by mule-carriage over the Andes. One steamboat is on the point of being launched, having been put together by English workmen in Puno, who were brought from England for the purpose.

Arequipa.—There is little of novelty for this year to be observed of Arequipa. Complaints are still heard of the depression of trade and scarcity of money. These complaints, perhaps, are not without some foundation; but still no bankruptcies, any more than last year, have taken place so far as I am aware. One cause for the depression is, that at present, very little wheat is grown in the neighbourhood of Arequipa. Flour, now, is chiefly imported from Chile. The former markets of Arequipa for this article, such as Tacna, Moquegua, and Puno, receive their supplies of it from this republic, the latter town also from Bolivia. Previously, the farmers of Arequipa were accustomed to sell about 15,000 *fanegas** of flour at these places, which, at the then average price of 10 dollars each fanega, produced 150,000 dollars annually. The chief cereal grown now is maize, nearly the whole of which is consumed in a kind of Peruvian beer called *chicha*.

There are nearly 14,000 topos† in all the environs of Arequipa, the value of which is from 900 to 1,000 dollars each topo for the best lands; but, through the intelligence and labour of the agriculturists, aided by guano, they are made to produce more than 14,000 *fanegadas*‡ will produce in other places. Off the 14,000 topos, 5,600 are sown with maize, the produce of which, at 25 fanegas each topo, upon the average, is worth 140,000 dollars. 6,600 topos of wheat (the quantity is, I believe, somewhat less now), the value of which, at 10 fanegas each topo, as an average, ascends to 66,000 fanegas. 200 are sown with potatoes, which produce 8,000 fanegas, calculating at 40 fanegas each topo. 212 are sown with chaucas (a species of potato) which yield 8,500 fanegas, at 40 each topo, and of alfafa (a forage) 1,500 topos are cultivated.

Taking the average value of the fanega of wheat, maize, and potatoes at $3, that of the chaucas at $2, and computing at $50 the annual product of a topo of alfafa, we have for a total product of all the lands of Arequipa the sum of $734,000 per annum, the half of which goes for expenses and rent.

Currency.—A contract has just been entered into between the Government of Peru and an English mercantile house at Lima for the conversion of the base currency of the country. The latter undertakes to collect 8,000,000 of the bad dollars and export them to England for sale, and, by purchasing bar silver here, have it coined into dollars of the value of 45*d.*, to be delivered to the Government for circulation. Gold

* A fanega is about the measure of an English bushel.

† A topo is nearly equivalent to our acre.

‡ A fanegada is equal to 8½ topos.

coin is also being issued by the Government, and it is now expected that within a year we shall have the currency question settled, and good coin in circulation.

Education.—Congress has voted the sum of $1,699,082 to be expended in public instruction in the year 1863–4, which is an important step in the right direction, and is very significant. Of the above sum $264,268 are for the department of Arequipa, $960 for a schoolmaster and mistress in the port of Islay and $1,080 for the schoolmasters in the valleys of Jambo and Quilca.

Freights.—6*l.* 10*s.* per ton for wool and bark to Liverpool. Exchange, 37*d.* to the dollar.

It will not be considered irrelevant, perhaps, nor altogether foreign to the province of this Report, if I attempt to show what probability there may be of extending our commerce with this remarkable country. For this purpose I have put down a few facts which I have been able to collect from various sources, both oral and written, relating to that most important and exuberantly rich portion of Peru called the Montaña or region of the woods.

It has appeared to me that this great Eastern Peruvian territory generally has been much overlooked, and that it deserves a more attentive consideration from our merchants than it has hitherto received. Two portions of it, namely, the Department of the Amazonas, and the Littoral Province of Loreto, are among the richest in Peru, possessing as they do unlimited resources for commerce and science, and of which it is no exaggeration to say that, in their peculiar character, they have no equal in any country.

The Amazonian basin possesses the most magnificent water communication in the world, and it offers facilities and means for commerce between the above-mentioned provinces, Peru generally and Europe, which are unrivalled.

It is true the great Amazon river is at present, by the policy of the Brazilian Government, in a measure, shut to commerce, the duties imposed at their port at the mouth of the Amazon amounting to this; but there is little doubt but that this state of things will be changed, and that the Amazon river at no distant period will be made free and open to all nations, as it ought to be, for the purposes of trade. So soon as this desirable event shall happen, it is more than probable that the greater part of the goods from Europe will be introduced by this admirable channel.

What the ulterior views of the present railroad Company of the west coast may be, I am not prepared to say, but there appears to be little doubt but that they will extend their line of rail eventually to Cuzco. It is clear that Arequipa cannot be the terminus, the line must be continued farther, and as Cuzco is an important town already, and the centre of Peru,* it may not seem premature to affirm that this town will again play an important part in the future progress of the Republic. This town then will probably be the terminus, or rather the main trunk, whence will branch out in all directions other railroads, and probably the first direction taken will lead towards the provinces of Amazonas and Loreto above-mentioned.

With the railroad on the west coast, and the free navigation of the Amazon river on the east coast, the rich products of the interior of Peru may have a chance of egress to Europe, whilst at the same time

* Cuzco in the Quichnan language signifies "Navel."

the manufactures of Europe will have an equal chance of ingress to this country.

The Montaña.—The territory of the Montaña is of the richest in the gifts of nature. It possesses accumulated treasures, which, it may be said, are yet hidden in the greater part of it. The richness of its vegetation, the abundance of its navigable rivers communicating with the Atlantic, the singularity and copiousness of the animal, vegetable, and mineral kingdoms, are all worthy of attention, particularly its ornithology, the most abundant and curious in the world. Its immense extent, its majestic aspect, the great volume of water of its rivers, the colossal size and peculiar character of its trees, its balsamic and medicinal products, its fruits and substances, exotic to all other countries, are sources of inexhaustible wealth.

It extends from the eastern slope of the Eastern Cordillera to the frontiers of Bolivia, Brazil, and Ecuador, comprehending the Pampas of Sacramento, between the rivers Pachitea and Huallaga.

Pampas of Sacramento.—These pampas comprise the greater part of the territory which lies between the rivers Huallaga, Ucayali, Amazonas, and Pachitea, and are unrivalled in point of fertility.

From north to south it extends about 300 miles, and its breadth is from 40 to 100. Many rivers have their origin in the centre of the district, and uniting themselves with the Huallaga, enter the Ucayali. The greater part of these rivers are navigable for small boats: the Aiguaitia, Cuxiabatai, and Santa Catalina, are the most considerable, and fall into the Ucayali. In the northern part there are many canals between the Huallaga and Marañon. The soil is covered with trees of prodigious size, and herbs and plants of such height that a man is lost in them. So fertile is the soil, that it is a wonder it has not been populated in proportion to the advantages it offers. The whole of it, or nearly so, is virgin land, and capable of maintaining millions of head of cattle, and domestic animals of all kinds.

Department of Amazonas.—The Department of Amazonas is bounded on the north by Ecuador, on the south by the Department of Junin, on the east by the province of Loreto, and on the west by the departments of Cajamarca and Libertad, which are separated from it by the River Amazon.

It contains two provinces, Chachapoyas and Luya. The capital of the department is Chachapoyas.

The three large rivers, Amazonas, Ucayali, and Huallaga, flow through this vast and fertile department, which receives besides a multitude of tributaries. Two Cordilleras run through it, one on the east of Chachapoyas, and the other on the west.

Products of Amazonas.—With respect to the plants and vegetables of this department which may be made available for commerce, they are many. I will mention a few that appear to be among the most important.

Nunu-huactana, or sour cane, similar to maize, properly prepared, it cuts the intermittent fever; quinaquina, sarsaparilla, tamarind, linseed, ginger, cascarilla, ipecacuana, &c.

The soil produces all kinds of vegetable aliments, among others—coffee, equal to that of Caravaya, which is perhaps the best in the world; cacao; yucas; camotes, or sweet potatoes; common potatoes, various kinds; carrots; rice; French beans; lentil; chick pea, of various classes; onions; purslain; mint; maize; gourds; cocona, similar to the orange of Quito; mashantuesi, a tree which yields a fruit of the size of an orange; nuchuesi, a plant, yields potatoes from its roots equal to the

famous ones of Huamantanga of Lima, called yellow potatoes; sachapapa, a species of white potatoe.

The bombanaje, a palm of which hats are made like those of Guyaquil; agave; vanilla; cotton; long bejuco, yields oil; tobacco; &c.

Barbasco, the root of which is poisonous, used by the savages for fishing, thrown into the water it operates as a narcotic; sami, whose leaves give a blue dye; llangua, useful for the same purpose; mispiganga, whose fruit is like a small black ball, and is used for dyeing; casha, huasca, bejuco, of 30 yards in length, very elastic, and the women use it when washing instead of rope.

Ayac-mullaca, a kind of thorn, its leaves and fruit serve for soap; achupa, odorous fruit, and which gives a colour; huito or jagua, a high and thin shrub, of the trunk of which spoons are made, the fruit is eaten green, it dyes the hair a strong black; llanchama, the bark of which is so flexible, that after cutting and pounding, it stretches like cloth; quimba, a tree forty feet high, its fruit not unlike cotton; sebo de mocoa, its fruit the shape of little green balls, which yield grease or fat when cooked or pressed; sapaja, a tree like a palm, its leaves, from their hardness, serve for combs, colour yellow, and opaque like tortoiseshell; tamsi, very strong and elastic.

The fruits are those of the torrid zone, and very agreeable, a few may be mentioned, such as the marañon-castra, whose fruit is of the size of an egg and yellow; chiope, a dark green tree, fruit of agreeable taste; gallo, similar to the tumbo; simbillo, like the French bean; runfinde, same as preceding; gigma, root similar to the sweet potatoe; charchuela, like a nut, yellow bark and white in the interior, has a sort of bitter-sweet taste.

In the mineral kingdom there are many washings of gold; there are also quicksilver, copper, iron, lead, &c.

This department is also rich in animals, most of them peculiar to the country and unknown elsewhere.

The temperature or climate varies according to place, since, as already mentioned, two chains of mountains traverse it, one on the east and the other on the west of Chachapoyas, the capital. Rarely the thermometer passes 30° centigrade, or descends below 27°. Notwithstanding, it is said to be healthy, except on the margins of the Huallaga, Ucayali, and Marañon.

Industry is very backward in this department from the abundance and cheapness of articles necessary for subsistence, the want of roads, &c.

Province of Loreto.—With respect to the province of Loreto, it is situated to the north of Peru, and occupies an extent of ground so large that it almost equals in surface all the rest of the departments of Peru put together. Its limits are not yet very precisely determined, however it may be said that it is bounded on the north by the Republic of Ecuador, to the east by the Empire of Brazil, to the south by the Departments of Cuzco, Ayacucho, and Junin, and to the west by the Departments of Junin, Libertad, and Amazonas.

The productions of this province have a similar character to that of the Department of Amazonas, some, however, have a distinct one; for this reason, and for circumstances connected with them, such as the use that is made of them, and their disposal by way of commerce, it will be necessary to notice a few in detail, at the risk, it may be, of some repetition. For this purpose I shall avail myself of a little book written by Señor Raimondi upon this province, so far as it relates to productions and commerce.

Products of Loreto.—The platano or plantain, of which there is a great variety, which serves instead of bread, and of which there is none

in the province, and which, on account of the difficulties of transport, cannot be procured. Flour therefore would, at once, be in great demand there.

Yuca (Manhiot-aipi, Pohl) is another vegetable indispensable to the inhabitants, used also in place of bread, and for various other useful purposes.

Sugar-cane. This plant is not cultivated in Loreto for the purpose of extracting sugar, an article scarcely known in this part of Peru, but to obtain aguadiente, of which the natives are very fond.

The sugar-cane grows in the province with the greatest luxuriance, and it is sufficient to plant it once to have constant yields from the roots. It is very common to see roots of this vegetable with more than twenty vigorous cane-stalks. It promptly develops itself, and ripens at the end of six or seven months' planting.

Rice and maize grow abundantly at the end of six months from their plantation.

Coca (Erytroxilon coca, Qumark) is cultivated in all the villages along the banks of the Huallaga, and is of good quality; it yields six crops a year, that is, one every two months.

This is not the place, perhaps, to comment upon this plant, but it deserves to be more generally known on account of its extraordinary qualities. A Peruvian will endure the severest labour whilst chewing the leaves of this plant, accompany a horse or mule for days together up hill and down, and through the deepest sand, without scarcely any other refreshment than chewing coca. Its effects are said to be truly surprising upon the human organization. Tea, or a decoction of the leaves of this plant, is found to be a most wholesome and refreshing beverage, and very agreeable. Superficial travellers have decried coca, but more than one European has experienced its beneficial effects in the Sierra. For the poorer classes at home it would form, if needful, an excellent substitute for tea, or for tobacco chewing.

Tobacco is cultivated the whole length of the Huallaga, and yields magnificent crops, part of which is consumed in the neighbouring departments, and part exported to Brazil.

Cotton grows almost spontaneously in the neighbourhood of the houses, and serves the inhabitants for domestic purposes, principally grey shirting which is an article of exchange in this province.

Coffee grows with extraordinary luxuriance in this region, the activity of its vegetation is wonderful, the branches are borne down indeed with the weight of the numerous berries.

Cacao, besides being cultivated in all the gardens of Moyobamba, grows spontaneously and is met with in abundance and of various kinds in all the woods of the province.

Bombanaje (Carludovica palmata, Ruiz et Pavon), of the leaves of which straw hats are made. Not only is this plant cultivated, but it is met with in a wild state in almost all the warm, moist, and shady places of this part of Peru.

Pischuayo (Guilielma speciosa, Marl.), an elegant palm of an elevated and thorny trunk which grows spontaneously, and which is cultivated for its pulpy fruit, which is eaten cooked.

Aguaje (Mauritia flexuosa, Lin.) is a palm with leaves disposed in the form of a fan. This useful vegetable produces a scaly fruit of the size of a hen's egg which is eaten when cooked.

Tutumo (Crescentia cujite, Lin.) of the fruit of which are prepared vessels to preserve liquids, and for other domestic purposes.

A great number of fruit trees both indigenous and European grow in this province, such as orange, lemon, paltot (Persea gratisima, Gartn.), pacaes of various kinds (Inga vera, insignis, fastuosa, &c.), lucumos (Lucuma obovata, Kind.), papayo (Carica papaya, Lin.), prunes, plums, cherries, the bread fruit, pine apples, these abound in some parts and acquire enormous dimensions, often weighing 18 lbs, red pepper, &c.

The quantity of vegetable plants which grow spontaneously is incalculable. In the more elevated parts of the province grow various kinds of cascarilla, and many other plants of great usefulness.

Commerce of Loreto.—The commerce of the Littoral Province of Loreto is yet in its infancy, having commenced, it may be said, only after the arrival at the Port of Nanta of the steam vessels of the Brazilian Company established for the navigation of the Amazon, by the treaty entered into towards the end of 1851 between Peru and Brazil. This commerce goes on sensibly increasing, and will reach to much importance if the means of communication can be facilitated, opening good roads conducting to the ports situated on the banks of the navigable rivers, making the transport of the produce in all the affluents of the Amazon less difficult by *means of steamboats*, and by all means avoiding monopoly.

Almost the whole of the commerce of this territory is carried on with Brazil by the facility which exists of communication between these countries by means of the rivers. The commerce of importation is conducted both by the way of the Amazon and the *ports of the Pacific.*

Articles Exported.—The articles exported from the province are :—

Straw Hats, like those of Guyaquil. These are sold in Brazil at $3 each.

Sarsaparilla, growing chiefly in the environs of Sarayaco, where it is collected in abundance. An arroba (25 lbs.) is exchanged for 3 or 4 yards of tocuyo or grey shirting. In Nanta it is worth $3 the arroba ; and in Para it is sold as high as $14 or 15 the arroba.

Salt Fish, which is sold in Brazil under the name of piracucu at the price of $19 to $20 the arroba.

Tocuyo or grey shirting of the country is sold at 1 real or about 6*d.* the yard.

Bombanaje Straw, is sold at 1 real a pound.

Bundles of Tobacco, 4 reals each. Tobacco in leaf is worth $18 the arroba.

Coffee is sold in the province at $2 the arroba, and in Para $3 and $3 reals.

Tacao $3 the arroba.

Flour $5 a quintal of 25 lbs.

In Moyobamba, the capital of Loreto, more than 3,000 women are occupied in spinning cotton, the clews or balls of which are current money, the same are also coffee, tobacco, lona, a texture or wove very strong, condocillo, a species of woollen kerseymere, coverlets or counterpanes, plain and worked, and other cloths, straw hats, network very rich for stuffs and clothing for women as fine and beautiful as the best lace.

Cigar cases, hats of the finest workmanship. The inhabitants are also very skilful in the working of gold and silver and make exquisite works of art, especially in filagree.

To give a still more precise idea of the commerce of this province with the Empire of Brazil, in default of better data, the following tables are given, one of which represents the mercantile movement of the year 1855 (it is, at present, impossible to procure data of a later period), and another which gives only the articles exported from the province of

Loreto, and embarked in the steamers of the Brazilian Company in the first 6 months of 1858. These tables have been extracted from a memorial presented by the Vice-President of the Province of Para on the opening of the first session of the 11th Legislature of the Brazilian Legislative Assembly.

Mercantile movement of the Littoral Province of Loreto in the year 1855:—

IMPORTATION.

				$	r.
January	1	Steamer "Monarca."	Various Merchandize	1,486	4
„	15	Small Vessels	„ „	3,445	4
July	1	Steamer "Monarca."	„ „	11,500	0
September	30	„ "Marajo."	„ „	3,740	0
November	22	„ "Marajo."	„ „	1,628	0
				$21,800	0

The merchandise imported consists of hardware, ironmongery, steel, earthenware, glassware, tools for workmen, copper utensils, stuffs, and other articles.

EXPORTATION.

			$	r.
Feb. 11	Small Craft	200 Bundles thin Tobacco.....	250	0
	„	1,400 yd. Grey Shirting of the country	175	0
	„	400 Hats.....	1,200	0
	„	100 Arrobas of Sarsaparilla	300	0
	„	120 Blocks of Salt	60	0
	„	71lbs. Bombanaje Straw.....	8	7
Mar. 9	Steamer "Monarca."	98 id.	12	2
	„ „	19 Hammock Nettings	9	4
	„ „	6,000 Hats	18,000	0
	„ „	60 Arrobas Sarsaparilla.....	180	0
June 26	„ „	416 Hats.....	1,248	0
	„ „	17½ Arrobas Sarsaparilla	52	4
	„ „	60 Bundles Andullo Tobacco	30	0
	„ „	8 Arrobas Coffee.....	16	0
	„ „	48 id. Sarsaparilla	144	0
	„ „	200 Matted Hammocks	100	0
	„ „	40 Bundles Andullo Tobacco	20	0
Aug. 8	Small Vessels	500 id. id.	625	0
	„ „	319 yds. Tocuyo of the country ..	39	7
	„ „	6 Straw Hats	18	0
	„ „	136 id. id.	408	0
Sept. 30	Steamer "Marajo."	1,532 id. id.	4,596	0
	„ „	8,125 id. id.	24,375	0
	„ „	28 Bundles Andullo Tobacco	14	0
	„ „	1,000 Cigars	15	0
	„ „	26 Arrobas Sarsaparilla.....	78	0
Nov. 22	„ „	2,600 Hats	7,300	0
	„ „	3,500 id.	10,500	0
	„ „	993 id.	2,799	0
	„ „	18 Arrobas Coffee	24	0
		Total	$73,278	0

Exportation	$73,278
Importation	$21,800
In favour of the Province	$51,478

Articles Exported from the Province by the Steamers of the Brazilian Company in the first six months of 1858:—

Goods.	Nanta.	Pebas.	Loreto.	Value.
Pitch, arrobas	..	4	..	15
Cacao id.	..	1	..	3
Bombanaje Hats	32,088	..	..	96,264
Farina, alqueire (about ½ bushel)	..	..	105	126
Hamacas (Hammock Matting)	12	..	18	72
Salt Fish, arrobas	..	88	668	1,814
Sarsaparilla id.	..	..	7	100
Tobacco id.	..	..	4	72
			Total ..	$98,466

Importation during the first six months of 1858	$25,800
Remain in favour of the Province	$72,666

Observations.—This last table presents the mercantile movement carried on by means of the steamboats; many articles, however, are conveyed occasionally in smaller vessels, as may be observed in the table of the year 1855. Besides the table of 1858 represents only the articles exported during the first *six months*, because in this period the contract of the Brazilian Company with Peru ceased, so that it may be calculated for the exportation of the *whole year*, a quantity *double* that which is indicated, and that a sum of $200,000 will be obtained as the total value of the exportation for the year 1858.

An observation worthy of attention is, that from the examination of the preceding tables, it results that the exportation is much greater than the importation, and that this last does not follow proportionally so rapid a march as the first. At first view this anomaly appears strange, because it is known that in all human society the necessities increase in proportion to the profits, and that every people that produces, at the same time consumes. But as already said above, the exportation is effected almost wholly by the River Amazon, whilst the importation is effected for the greater part by means of the *Pacific Ports*. It may be asked, how is it that the province of Loreto, possessing so easy a communication with Brazil by means of the rivers, introduces, notwithstanding, the greater part of the articles of consumption by the worst of roads to Chachapoyas, crossing from Trujillo or Lima on the Pacific to Moyobamba, the capital of the province, *three elevated Cordilleras*? The answer is very simple: Brazil, forgetful of, or not recognizing her proper interests, *imposes heavy duties* upon the articles embarked on the steamboats to import to Peru, making it impossible to compete with the effects which come by the Pacific, consequently in spite of the greater cost caused in conveying goods by land from the ports of the Pacific as far as Moyobamba, the merchants still find it more convenient to provide themselves with the articles they require from the markets of Lima or Trujillo than to cause them to come from Brazil by the easy way of the rivers.

As a further proof that the importation of the articles of consumption into the province of Loreto is not effected by means of the Amazon for the reason assigned is, that the same Vice-President of the province

of Para in Brazil confesses it, expressing himself in the above-mentioned memorial in this manner—

"Thus we ought not only to send thither our steamers monthly, renouncing at once, if necessary, pecuniary gain, for instance, establishing in that republic the carrying trade, or at least equalize the duties actually paid in our custom-house, which the articles we remit there actually pay, with those same articles paying duties in Peru, the tariff of which country imposes no duty upon foreign goods (if we except protective duties) higher than 25 per cent., iron, agricultural instruments, coal, &c., having free entrance.

"Now as the articles we have sent there are precisely heavy manufactures or coarse goods, iron, hardware, and these goods pay in our custom-house from 5 to 30 per cent., it follows that from the great obstacles the Peruvians meet with on this side of the Andes, in the transit of that Cordillera, we can invite them to prefer us for their providers, as it was about to happen.

"Judge then of the extent which our remittances to that population would arrive at if it could possess the facility which the means that present themselves would afford, as necessarily we must count upon an increase of the said population and of its necessities and desire of accommodation, so soon as it is put in immediate relation with the countries of Europe through our intermediation."

From these paragraphs is seen the interest which Brazil takes that the province of Loreto should provide itself with the articles it requires from her markets; but (speaking now in the interests of Peru) if this should happen, if the exportation as well as the importation of the province should be effected by the intermediation of Brazil, what would become of the province? Having then no relation with the other parts of Peru, it would be considered as an estate apart, or as a colony of Brazil. One means to avoid this is to open good roads to serve as an entrance to the province, thus facilitating trade with the other departments.

River Amazon—This great river, the Ucayali, and the Pachitea, are navigable for a great distance. The *Pongos*, or Narrows, formerly believed to be so dangerous, do not present the great risks as was supposed, and navigation can be much improved by art in these places. The most important are those of the *Aguirre* and *Manseriche.*

The great rivers of Peru leave the eastern slope of the Cordillera of the Andes and go to form the immense Marañon or Amazonas, whose source is in the small Lake of Lauricocha to the north of the Cerro de Paser, and bearing the name of the Upper Marañon or Tunguragua, bathes the rich provinces of Huamalies, Conchucos, Pataz, Cajamarca, and those of the department of the Amazonas. So stupendous is the mass of water which this monarch of rivers bears to the Atlantic Ocean, that it exceeds that of eight great rivers of Asia put together—namely, the Euphrates, Indus, Ganges, Oby, Lena, Amur, Yellow River, and the Kang-tse in China. So deep is it, at least, in its upper part, that no bottom has been found at a depth of 721 feet. Its declivity is so imperceptible and slow, that, were not its volume of waters so powerful, it would with difficulty flow. Scarcely is its descent in the space of 200 leagues $10\frac{1}{2}$ feet—that is to say, $\frac{1}{77}$th of an inch in 1,000 feet.

From the Atlantic, as far as *Jaen de Bracamoros*—latitude 5° 30′—and longitude 75° 40′ west of Paris, it has no cataracts or currents which impede navigation. At that place its surface is 1,240 feet above the level at Para.

M. Emilio Carrey, sent by the French Government to study the upper basin of the River Amazon, thus expresses himself of this region:—

Amazonian Basin.—"The immense affluents of the Amazon form among themselves tens of thousands of leagues of navigable rivers. This river is joined by the Orinoca, whose mouth is almost 300 leagues to the north of its own; on the other side, by means of a canal, of a few leagues in length, it could be united to the Plata, whose mouth is 900 leagues to the south of Para. In my opinion it is a hydrographic system, the greatest, most marvellous, and most fecund for the future of the human race that exists on our globe.

"Whether in Brazil or in the five republics, and the three European colonies (whose waters it receives more or less), the River Amazon counts, for tributaries, direct or indirect, more than 1,100 rivers, and thousands of lakes, of natural canals, and pools.

"This immense net, which covers more than two-thirds of South America, which is, as it were, the interior life of Brazil, of the five republics, and of a great part of the Guianas, which of itself alone serves, and can serve, for a way of communication to the extent of 500 leagues in latitude, and more than 600 in longitude, disemboques into the Atlantic at less than twelve days from Europe, twenty hours from Cayenne, and along the disputed territory between France and Brazil.

"By this mouth, easily accessible, it is, by which it is proposed one day to cause to pass more than two-thirds of the commerce of America; by this mouth it is where the greater part of the populations spread over this vast continent must exclusively and freely pass to maintain their international relations; by this mouth it is, by which civilization will penetrate to the South American continent, when the day shall arrive on which the prophetic words of the most illustrious of the truly wise men of our epoch—Baron Humboldt—shall be fulfilled: '*There it is where sooner or later will be concentrated one day the civilization of the globe.*'"

ITINERARY OF THE AMAZON.

Countries.	By Steam Boat.		Sailing or Oar Boat.	
	Ascending	Descending	Ascending	Descending
	Days.	Days.	Days.	Days.
Between Para & La Barra (Brazil)	8 to 10	4 to 5	20 to 50	25 to 40
From the Barra to Egas ,,	3 to 5	1 to 2	15 to 30	6 to 8
Egas to Tabatinga ,,	5 to 6	2 to 3	25 to 60	6 to 7
Tabatinga to Nanta (Peru)	6	3	16 to 25	5 to 6
Nanta to Balsapuerto ,,	8	3	20 to 30	5 to 6
Total	30 to 35	13 to 16	96 to 195	47 to 67

FROM PARA TO CAYUMBA.

Cayumba is a Port situated upon the Huallaga.

Countries.	By Sailing or Oar Boat.	
	Ascending.	Descending.
	Days.	Days.
From Para to Nanta	76 to 165	42 to 61
,, Nanta to Laguna	10 to 15	3 to 5
,, Laguna to Yarimaguas	4 to 6	2
,, Yurimaguas to Chasuta	8 to 15	2
,, Chasuta to Cayumba	28 to 60	5 to 7
Total, ...	126 to 261	54 to 77

From Nanta to Bellavista or Yusamaru.

Bellavista and Yusamaru are Ports situated on the shores of the Amazon.

Countries.	By Sailing or Oar Boat.	
	Ascending.	Descending.
	Days.	Days.
From Nanta to the Mouth of the Huallaga.....	9 to 14.	3 to 4
,, The Mouth of the Huallaga to the Barranca ..	6 to 8	2 to 3
,, The Barranca to the Pongo of Manseriche	6 to 8	2 to 3
,, Manseriche to Yusamaru	17 to 25	3 to 5
Total.....	38 to 55	10 to 15

From Nanta to Mayro.

Countries.	By Sailing or Oar Boat.	
	Ascending.	Descending.
	Days.	Days.
From Nanta to Sarayacu	12 to 20	10 to 12
,, Sarayacu to the Mouth of the Pachitea.....	15 to 30	10 to 12
,, Pachitea to the Mayro.....	15	8
Total.....	42 to 65	28 to 32

From Nanta to Cocabambilla.

Cocabambilla is a Port of the Ucayali.

Countries.	By Sailing or Oar Boat.	
	Ascending.	Descending.
	Days.	Days.
From Nanta to the Mouth of the Pachitea.....	27 to 50	20 to 22
,, Pachitea to Cocabambilla	40	10 to 15
Total.....	67 to 90	30 to 37

Comparison of the different routes between Europe and Peru :—

By Cape Horn, from.....	70 to 130 Days.
By the Isthmus of Panama, from ..	27 to 30 ,,
By the Amazon, from	68 to 94 ,,

Number of Inhabitants of the different districts of Loreto :—

District of	Moyobamba	20,800
,,	Tarapoto	7,500
,,	Pachiza	2,500
,,	Tingo Maria	750
,,	Yurimaguas	2,600
,,	Jeveros	4,950
,,	Nanta	2,200
,,	Iquitos	500
,,	Pebas	1,150
,,	Loreto	650
,,	Sarayacu	1,300
,,	Santa Catalina	300
	Total	45,200

To this amount may be added 4,000 or 5,000 for the numerous small villages spread here and there over all the province, not calculated in the population of the districts, and the result will be that this province, counting all the Indians reduced or submitted to the government, has a population of 50,000 souls, to which adding the 30,000 or 40,000 savages, will give for a total population throughout the extensive province of Loreto, from 80,000 to 90,000 inhabitants.

Thus I have endeavoured to give as full and as clear an idea of the nature and importance of the great Peruvian territory called the Montaña as my limits permitted, and at the same time to show its admirable adaptation for commercial intercourse, not only by means of its rivers within itself but also by means of the River Amazon with Europe. My object has been to attract the attention of our enterprising merchants to this prolific region, which at present is suffered to lie stretched for the most part in beautiful repose certainly, but still in woful waste, and in which state, in all probability, it will continue for years, unless its development be taken in hand and promoted by men of capital and enterprise in Europe.

Islay, March 23, 1864.

PORTUGAL.

LISBON.

Report by Mr. Consul Smith on the Trade, Navigation, &c., of the ports of Lisbon, St. Ubes, Faro, Sines, and Olhão, Villa Nova de Portimão, and Villa Real de St. Antonio, within the Consulate of Lisbon, for the Year 1862.

Lisbon.

The total number of British vessels which entered this port, exclusive of mail steamers, vessels entering in distress, and for supplies, was 453, and their total tonnage 84,829 tons, which shows an increase in both vessels and tons as compared with the previous year, as follows:—

Years.	Vessels.	Tons.
In 1861	343	61,942
1862	453	84,829
Increase ..	110	22,887

Of the above number were:—

General Cargoes	185
Coal	98
Coal and other Cargo	10
Patent Fuel	1
Iron, Coke, and Railway Material	53
Butter	5
Fish	36
Lead	2
Staves..	1
Timber	1
Molasses and Rum	1
Wheat	24
Indian Corn	20
Barley	4
Potatoes	1
Came in in ballast	11
Total number of Vessels	453

The number of vessels which put into this port for coal, in distress, and for supplies, including mail steamers, which are not included in the foregoing returns, amount to 103.

St. Ubes.

The following statement shows the number of ships and tonnage of all nations which entered and sailed from this port during the year 1862, wholly laden with salt:—

Nationality of Vessels.	Vessels.	Tons.	Crews.	Value of Cargo. £	s.	d.
British..	24	3,629	204	13,451	10	6
French	41	6,382	379	5,537	7	8½
Russian	28	10,952	362	7,959	12	0
Prussian	4	1,352	40	883	7	0
Danish	22	3,140	164	2,051	2	0
Belgian	3	632	30	445	10	0
Bremenese	1	214	10	182	14	0
Dutch	21	2,902	143	2,275	17	6
Oldenburg	1	248	10	121	19	0
Swedish	53	11,074	506	7,097	13	0
Norwegian	62	12,323	580	8,439	15	0
Hanoverian	2	176	12	153	0	0
Hamburghese.. ..	6	1,446	73	1,241	11	0
American, U. S. ..	7	1,982	64	961	4	0
Spanish	36	2,762	281	629	11	0
Portuguese	34	4,610	330	4,013	13	0
Lubeckers	1	392	11	185	8	0
Total.. ..	346	64,221	3,299	55,630	14	8½

Sines.

There is no foreign import trade carried on at this port. Its exports are confined to the shipments of cork wood and some fruit. During the year 1862, 55 British vessels loaded those articles for ports in Great Britain.

Villa Nova de Portimao.

The exports of this small port consist chiefly of cork wood, of which article 22 British vessels loaded in 1862, for ports in Great Britain.

Villa Real de St. Antonio.

The shipping interest at this port is rapidly augmenting. 212 British vessels cleared out with cargoes of mineral ore, laden from the mines of San Domingos at a place called Pomerão, 40 miles from the mouth of the harbour, all bound to England.

Faro.

There is no foreign import trade permitted at this port. The exports chiefly consist of dry figs, raisins, and cork wood. During the year 1862, 29 British vessels cleared out with cargoes for Great Britain.

The following number of British vessels entered the undermentioned ports in 1862 :—

Ports.	Vessels.	Tons.
St. Ubes	24	3,629
Sines	55	10,353
Villa Nova de Portimão ..	22	3,432
Villa Real de Santo Antonio ..	212	29,814
Faro and Olhão	29	3,311

The declared value of all foreign and colonial goods and merchandize imported into the port of Lisbon during the financial year 1861-2, amounted to 3,174,958*l.* 12*s.* 2*d.* sterling, of which sum the value of the

imports from Great Britain and her colonies amounted to 1,604,664*l.* 11*s.* 1*d.* sterling.

The declared value of the goods exported from the port of Lisbon during the same year, amounted to 882,387*l.* 9*s.* 1*d.* sterling. Of this sum, the exports to Great Britain amount to 251,341*l.* 5*s.* sterling.

The following is a comparative statement of the declared value of the goods and merchandize cleared at the Custom-house of Lisbon during the financial years 1860–61 and 1861–62, and the amount of duties paid thereon, according to the rates fixed in the Custom-house Tariff, classified under nineteen different heads, showing the increase and decrease in the value, and on the duties received thereon:—

	Value.			Duties.		
	£	*s.*	*d.*	£	*s.*	*d.*
Re-exported:						
1860–1.. ..	414,281	14	5	4,286	10	8
1862–3.. ..	340,217	19	7	3,496	8	5
Decrease ..	74,063	14	10	790	2	3
Exported:						
1860–1.. ..	1,252,190	17	7	6,708	6	8
1861–2.. ..	882,387	9	1	4,767	8	0
Decrease ..	370,803	8	6	1,940	18	8
Consumption:						
1860–1.. ..	2,790,250	11	7	504,644	9	9
1861–2.. ..	2,529,816	2	9	502,963	17	11
Decrease ..	260,434	8	10	1,680	11	10

Budget.

From the Budget laid before the Cortes, recently published by the Government, the following appears to be the gross amount ot the Receipts and Expenditure calculated for the financial year 1863–64, viz.:—

	Reis.	
Receipts.		
Direct Taxes and Imposts	4,791,853	894
Indirect	8,075,755	301
Revenue from Sales of National Property, Quit-rents, and Rents from Woods and Forests ..	2,068,532	027
Tax deducted from Pensions and Allowances ..	435,125	023
Or about 3,415,837*l.* sterling.	15,371,266	245
Expenditure		
The Junta of Public Credit for Payment of Interest on Internal Debt	2,675,618	038
Interest on Foreign Debt..	2,733,307	307
Financial Department	3,729,158	875
Home Department	1,496,753	865
Justice and Ecclesiastical Department	497,353	274
War Department	3,106,965	191
Marine Department	1,089,522	387
Foreign Department	188,953	258
Public Works	1,333,207	496
Extraordinary Expenses..	59,514	366
Or about 3,757,856*l.* sterling.	16,910,354	057

leaving a deficit of about 342,000*l.* sterling to meet the expenditure.

Public Works.

The three railroads which traverse the kingdom are the East Line to Badajoz, the Northern Line to Oporto, and the South-East Line to Beja and Evora.

The former is now complete, and the two latter very nearly finished.

Very extensive improvements are now being made in the public roads of this country (most of which were in a very bad state, and in many districts impassable) by the Board of Public Works.

The Cortes have lately voted a loan to be raised of 100,000 000 reis (about 23,000*l.*) towards the repairs of these roads.

The Water Company having just finished laying down water pipes throughout the city, the supply of water is to be brought to Lisbon at a distance of 15 miles from the city, at a considerable expense.

Wines.

The exports of wines within this district has decreased, in consequence of the failure of the vintages, arising from the continuation of the disease in the vines. The principal portion of the wines are generally exported to Brazil and Great Britain, the shipping prices of which during the last year averaged from 30*l.* to 35*l.* per pipe.

The following statement shows the quantity of wine exported from Lisbon to different countries during the years 1861–62 :—

Countries.	1861.	1862.
	Pipes.	Pipes.
Australia	½	..
Belgium	½	6
Brazil	8,706	8,030
Denmark	28	23
America, United States	4	3
France	32	40
Hamburg	43	58
Spain..	½	..
Holland	7	11
Colonial Possessions	1,650	1,279
England	1,463	1,313
Russia	137	98
Italy	26	3
Sweden	7½	8
Newfoundland	11½	2
Ships' supplies	211½	188
Total	12,328	11,062

Woollens.

There are only three woollen manufactories within the district of this Consulate which are carried on by companies, viz., Portalegre, Arrentella, and Campo Grande.

The woollens manufactured at the two latter are generally of coarse quality, and are chiefly consumed throughout the country, as foreign-made cloths of similar quality, paying a duty on their weight of from 30 to 100 per cent., cannot compete with them. The factory of Portalegre being, however, supplied with modern machinery and English artists, is able to manufacture fine woollens, and as no duties are paid thereon as national produce, are able to compete with foreign manufactured woollens of the same kind.

Fine woollen cloths and Cashmeres imported from France meet with a good market in Lisbon.

Woollen cloths still continue to be smuggled across th frontier, and find their way into the provinces.

The two last of the three named factories are not progressing, notwithstanding the high protective duties the cloths made in them enjoy, whilst in that of Portalegre the shares are a little above par.

In consequence of the great rise in the price of cottons and calicoes in Great Britain, there have been large importations of fancy woollen stuffs from England, which have been in great demand.

Cottons.

The importation of cotton last year has fallen very short of the quantity imported during the previous year, owing to the scarcity of the raw material in Great Britain, and to the consequent high price of every description of cotton goods in England, and also that the two printing factories within the district of this Consulate having attained a higher degree of perfection, the machinery and other materials employed therein being of English manufacture, and the artists Englishmen, and these cottons enjoying, moreover, exemption from payment of the high protective tariff duties to which the British cottons are subjected, are well able to compete with cotton goods of foreign manufacture. The raw article, which is of a fine quality, used by the Portuguese manufacturers for printing only, pay an import duty of 3*d.* a pound, whilst the same description of British printed cottons imported from England pay a duty of 1*s.* 3*d.* a pound, thereby amounting to almost a prohibitive duty.

The trade in British printed cottons and calicoes is therefore greatly affected by the same description of goods manufactured here, which are entirely exempt from consumption duty, whilst the duties on foreign printed calicoes pay about 43 per cent. on the invoice cost of each piece. Grey cottons pay on an average about 25 per cent.

All the Portuguese calicoes are almost exclusively printed on the cotton cloth imported from England.

All the national-printed cottons are consumed in the provinces, and smuggled across the frontier into Spain.

A great quantity of other descriptions of cottons imported from England are re-exported hence in Portuguese vessels to the Portuguese colonies in Africa, paying only 1 per cent. export duty, which, on arrival there, pay one-third part of the duties they would be subjected to if imported direct from Great Britain or British Colonies.

There are several spinning factories established within the district of this Consulate for the manufacture of cottons and calicoes, the duty on yarn imported from Great Britain being subject to so high a rate of duty as to prevent its importation. The estimated total value of woollen and cotton manufactures imported into Lisbon from Great Britain during the following financial years, was as follows:—

Years.	Woollens.	Cottons.
	£	£
1860–1	57,837	662,796
1861–2	73,986	454,152

Showing an increase in the value of the woollens imported of 16,149*l.*, and a decrease in that of the cottons of 208,644*l.*, which latter has arisen in consequence of the scarcity of the raw material in Great Britain, and the high price of the article.

Mines.

Of the several mines discovered in the provinces of Alemtejo and Algarve, where minerals of copper, manganese, and lead abound, the only one at this present moment exporting mineral in abundance is the great sulphuret of copper mine of St. Domingos, already described in a former report.

A lead mine has also been lately discovered in the district of Beja, South of Portugal, for the working of which a Company has been formed, and it promises to be productive.

An English Company, with a capital of 100,000*l.* sterling, has been formed in England for working the iron and coal mines of the district of Seiria, province of Estramadura. The concessions embrace an extent of ten leagues, running from Porto de Moz to Pombal on the north. This stretch of country lies along the sea coast, having as an issue for its produce the port of St. Martinho on the south, and communication with the interior of the country at Pombal on the north, by the new Lisbon and Oporto railroad; the coal and iron will, therefore, have an easy and cheap circulation. The coal is said to be good at the outcroppings, but not yet proved by deep-sinkings. If it answer the expectations generally entertained, not only can the usual quality of iron be cheaply made, but Lisbon and the chief towns of the interior can be supplied with coal from this district. The newly formed Company, however, mainly rely for the success of their enterprise on the manufacture of wood-charcoal iron. The iron ore of the district is not only abundant, but of a very high percentage, and varied in its qualtty. The assays made in England on the ores give 60 to 69 per cent. of iron in ten samples, 46 to 49 per cent. in three samples, and 34 per cent. in one sample. The assayist states that four of the samples are magnetic oxides, and the rest are sesqui-oxides. The Company hopes to produce from these rich ores by the exclusive use of wood fuel, the highest quality of pig iron.

Wood abounds in the district. The Royal Forest of Pines is 33 miles in circumference. An equal extent of ground belonging to private persons is also under wood, and the sowing of the pine seed is annually maintained by Government, to arrest the invasion of the coast sand, and by private enterprise, to convert to use the extensive waste lands of the district. Wood fuel is therefore very cheap; the actual price at the royal forests is about sixpence the ton. A contract, sanctioned by Government, is before the Cortes, for granting to the English Iron Company 120,000 cartloads of wood every year, for thirty years, at the above-named price. With this pure fuel the Company intends making wood-charcoal iron, and counts on getting for it, in the state of pig iron, a steady market in England. They count on its producing plates of the greatest tenacity for iron-clad vessels.

Cork Wood.

A Company, composed of English and Portuguese capitalists, has just been formed, under the title of London and Lisbon Cork Wood Company, capital 100,000*l.* sterling, divided into 20,000 shares. This undertaking is considered to be a good one. The districts in which the cork wood is produced are the provinces of Alemtejo and Algarve, and are situate in the neighbourhood of the railway line, now nearly complete, between Lisbon, Badajoz, and Beja, and will afford conveyance for exportation.

Ship Building.

With the exception of the building yards in the Royal Arsenal, there are only three private yards in this city for ship-building, which are established on a small scale, and are chiefly confined to the repairs of

national vessels, and of foreign ships putting in to effect repairs of damage sustained at sea.

During last year only four vessels were built in those yards of timber produced in the country, which is not of a durable kind, the cost of building good substantial vessels, made of foreign material, being generally too expensive to make it a matter of speculation. Most of the vessels employed in the coasting trade, and some of those in the foreign trade, are built at St. Ubes, and at Vieira, Figueira, and Vianna, in the north of Portugal.

Agriculture.

The harvest this year is deemed below an average crop, and is not supposed to be sufficient to meet the wants of the population; and, acting upon this opinion, a motion was brought forward lately in the Cortes for empowering the Government to admit the importation of foreign grain should it be required. There is a large stock of foreign corn still in hand, which had been imported in virtue of the Decree passed in 1862, and finished on the 30th of April last, which has tended to keep down the price of national grain in the market. The following Table shows the price of grain during the year 1862:—

Wheat ..	per quarter	59*s.* 2*d.*	to 63*s.* 8*d.*
Indian Corn	„ ..	30*s.* 6*d.*	36*s.* 5*d.*
Rye	„ ..	41*s.* 5*d.*	42*s.* 10*d.*
Barley	„ ..	30*s.* 2*d.*	35*s.* 4*d.*

Coins.

The gold and silver coins in circulation in Portugal are as follows:—

		£	*s.*	*d.*
Gold.				
The 8,000 reis piece, equal to		1	15	6¼
4,000 „		0	17	9
5,000 „		1	2	2½
2,500 „		0	11	1¼
2,000 „		0	8	10½
1,000 „		0	4	5¼
Silver.				
500 „		0	2	2½
200 „		0	0	11
100 „		0	0	5½

The system of sending out of the kingdom the old silver coinage, or "new crowns" (which from its purity was more beneficial to export according to the fluctuation of the exchange than by remitting bills), was put a stop to a few years ago, and a new silver coinage established in its stead, which, containing a fourth portion of alloy more than the old, and thereby lessening its intrinsic value, offers no inducement for being exported, and to avoid which a law was passed in 1851, making English sovereigns a legal tender, fixing the value of each at 4 500 reis, which, at the Exchange of 53½*d.* per milrei, is equal to 20*s.* Since that period, almost all the gold coins now in circulation are English sovereigns, and which tend to keep down the exchange on England. The average exchange in 1862 was 53¾*d.* per milrei.

There is nothing extraordinary to report on commercial subjects since the date of my last return.

The Custom-house receipts have been steadily increasing for some months past, owing to the improved mode lately adopted in the fiscal arrangements by the present Government.

Lisbon, August 13, 1863.

MADEIRA.

Report by Mr. Consul Erskine on the Navigation, Trade, &c., of the Island of Madeira for the year 1863.

NAVIGATION.

Years.	British.						Foreign.					
	Arrived.			Sailed.			Arrived.			Sailed.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1859 ...	112	42,131	2,121	112	42,351	2,821	93	20,042	1,188	91	19,648	1,165
1860 ...	70	24,302	1,632	71	24,527	1,645	133	28,971	2,142	136	29,419	2,178
1861 ...	80	28,639	2,087	80	28,639	2,087	127	28,631	1,965	123	28,322	1,862
1862 ...	116	40,907	2,865	115	40,423	2,865	115	33,071	1,912	116	33,316	1,912
1863 ...	139	40,837	3,164	128	38,973	3,046	116	32,475	2,049	119	32,805	2,075

It appears from an examination of the preceding Table, that no material charge occurred in the amount of arrivals and departures of shipping at the Port of Funchal during the year 1863, as compared with the previous year.

TRADE.

Years.	Estimated Value of Imports.		Estimated Value of Exports.	
	In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
	£	£	£	£
1859 ..	115,710	71,493	56,660	37,836
1860 ..	118,370	103,858	54,661	27,190
1861 ..	95,900	83,469	62,180	25,255
1862 ..	98,250	69,918	44,193	36,310
1863 ..	104,450	76,375	44,110	35,893

This Table shows no remarkable change in the Import and Export Trade of the Island, excepting a decrease in the export of wine and brandy counterbalanced in some degree by an increased export of sugar.

Agriculture.—The sugar canes yielded an average crop this year, from which about 300 tons sugar, 20,000 gallons molasses, and 100,000 gallons of spirit were manufactured; about 270 tons of the sugar and 4,000 gallons of the spirit were exported to Portugal and the Azores.

The culture and treatment of grape vines is receiving increased attention, and the production of wine is gradually increasing. The quantity produced last vintage is said to amount to about 400 pipes.

Population.—A census taken on the 31st December, 1863, makes the population of Madeira 110,741, and that of Porto Santo 1,423.

Madeira, May 27, 1864.

ST. MICHAEL'S, AZORES.

Report by Mr. Consul Vines on the Trade of St. Michael's, Azores, for the Year 1863.

Shipping and Navigation.—In 1863, 494 vessels of all nations entered, and 481 vessels of all nations cleared the port of St. Michaels. Of these 279 were British vessels which entered, with an aggregate tonnage of 31,239, and 266 British vessels which cleared, with an aggregate tonnage of 29,406, with the exception of one vessel from Brazil, and five from the United States of America. All the other vessels were Portuguese, of which 209 vessels, representing an aggregate tonnage of 28,998 entered, whilst during the same period 210 vessels, of an aggregate tonnage of 29,229 cleared the port of St. Michael's.

Trade and Commerce..—The gross value of the imports from all countries during the period under review was 145,770*l.*; of this sum 54,070*l.* worth of general merchandize was imported from Great Britain, 76,113*l.* from Portugal, 8,989*l.* from Brazil, and 6,598*l.* from the United States of America. The value of exports for 1863 are as follows:—69,107*l.* to Great Britain, and 62,290*l.* to Portugal, making a total value for the year of 136,397*l.*

Agriculture.—The crops of cereals during 1863 have been rather above the average yield of this island, and prices would certainly have declined had it not been for the steady demand for exportation which has continued throughout the year, owing to the deficient crops of 1862 and 1863 in some of the neighbouring islands and in Portugal. The average price of wheat during 1863 has been 55*s.* per imperial quarter, free on board, and 6,372 quarters have been exported; that of Indian corn 32*s.* per imperial quarter, free on board, and 27,253 quarters have been exported; that of kidney beans 52*s.* per imperial quarter, free on board, and 1,023 quarters have been exported; and that of broad beans 30*s.* per imperial quarter, free on board, and 18,615 quarters have been exported.

Oranges.—The crop during the year under review was a large one, and 189,686 boxes of this fruit, representing a value of 67,141*l.* were exported, and all to Great Britain. While the cereals were all exported to Portugal, with the exception of 1,044 quarters of Indian corn, which was directed to Great Britain.

Exchange.—Exchange on England during the year has fluctuated between 5,550 reis, and 5,600 reis per 1*l.* sterling.

St. Michael's, March 31, 1864.

PRUSSIA.

KÖNIGSBERG.

Report by Mr. Consul Hertslet on the Trade and Navigation of Königsberg for the Year 1863.

I. Shipping and Navigation.

The extent of the trade at Königsberg-Pillau in 1863 slightly exceeded that of 1862.

The arrivals at Pillau were as follows :—

Nature of Cargo.	In 1863.		In 1862.	
	No. of Ships.	Lasts of 4,000 lbs.	No. of Ships.	Lasts of 4,000 lbs.
In ballast	379	19,925	592	25,719
General cargo	451	40,825	351	28,990
Coals and coke	244	16,591	396	25,855
Chalk, lime, cement, plaster ..	204	5,766	220	4,922
Herrings, train oil	271	9,845	245	9,896
Iron machinery	76	4,624	60	3,026
Salt	47	3,785	35	3,933
Tiles, flag-stones	52	2,760	38	2,191
Sugar	18	2,273	14	1,036
Wine, spirits, S. fruits	37	1,114	19	768
Grain, potatoes	3	76	5	107
Harbour of refuge	17	564	7	364
Totals	1,799	108,148 = to tons	1,982	106,807 = to tons
Ships of war	2	216,296		213,614

Or 183 vessels less than in the year 1862, but with a greater lastage of 1,341 lasts (about 1,800 tons).

This is chiefly to be attributed to the large screw-steamers which now visit the port; the sailing-vessels being mostly small vessels. The number of steam-vessels were 298 steamers, with 43,860 lasts, in 1863, against 179, with 26,970 lasts, in 1862; or 119 steamers, with 16,890 lasts, more than in the year before.

The countries from whence these ships came were as follows :—

	Ships.	Lasts.		Ships.	Lasts.
Great Britain	452	43,701	Hanse Towns ..	108	3,306
Holland	61	6,802	Belgium	38	2,643
Norway	258	9,088	France	14	1,204
Sweden	65	3,117	Russia	27	2,341
Coasting Prussia ..	480	23,329	Mecklenburg ..	26	1,647
Denmark	241	9,754	Havana	1	180
Hanover	28	1,036			

The departures from Pillau were as follows :—

Nature of Cargo.	In 1863.		In 1862.	
	No. of Ships.	Lasts.	No. of Ships.	Lasts.
Corn and grain	1,508	90,028	1,617	86,232
General cargo, sugar, &c.	148	11,251	81	5,935
Flax, hemp, tow	7	288	45	2,737
Wood	2	360	40	1,920
Paper, rags, skins, &c.	47	1,901	35	1,217
Oil cake	16	782	33	1,550
Bones, cattle	11	428	11	398
Same cargo on entry	18	1,464	2	190
Ballast	45	2,808	80	6,930
Habour of refuge	20	867	5	93
Totals	1,822	110,177	1,949	107,202
Ships of war	2			

Or 127 merchant-vessels less than in 1862, but with a greater lastage of 2,975 lasts (say about 4,000 tons). Of the departures the number of steamers was 299, with 43,000 lasts, in 1863, against 179, with 26,782 lasts in 1862; therefore 120 steamers more, with a greater lastage of 16,518 lasts, than in 1862.

The number of ships visiting Pillau, according to their respective nationality or flags, have been as follows :—

Nation.	Arrivals.		Departures.	
	In 1863.	In 1862.	In 1863.	In 1862.
Prussian	536	535	553	514
Danish..	401	571	401	575
Holland	125	134	128	129
Hanover	177	207	178	205
Norway	256	242	256	239
Sweden	80	94	79	92
Great Britain	187	146	187	145
Oldenburg	7	11	7	11
Hamburg	10	11	10	10
Lubeck	11	6	12	5
Mecklenburg	2	12	2	12
Russia..	8	12	10	11
Spain	1	..	1	..
France..	..	1	..	1

For regular steam traders an allowance of one-third of the harbour-dues is granted. Freights were not remunerative. In the beginning of the year sailing-vessels obtained 3*s.* 6*d.* per quarter wheat to London, 3*s.* 3*d.* to East Coast of Great Britain, but receded in summer to 3*s.* to London, and 2*s.* 3*d.* to East Coast, and remained so until late in the autumn, when the fears of a possible blockade drove freights up to 5*s.* 6*d.* to 5*s.* 6*d.* to East Coast. The steam-boat rates were likewise very low in summer, but from the same cause reached 7*s.* per quarter to London or Hull towards the end of the season.

Prussian ship-owners succeeded very badly in 1863; freights were so low as hardly to cover wages, food, and dues, and they missed the higher rates in autumn by seeking for better employment elsewhere just at the favourable turn here.

The Königsberg ships are now 20 ships, with 3,662 lasts, against 22,

with 4,009 lasts in 1862; two steamers having been lost during the year. The inland navigation has remained nearly unaltered.

The dredging machines to deepen the Haff between here and Pillau have not made much progress in this year.

The works at the Pillau Harbour were continued and carried on as far as the money and materials would allow of, but there is nothing of particular interest to note, except that the plans for the inner harbour at Pillau, in connection with the future railway works, have now been sanctioned by Government.

Trade and Commerce.

Export of corn and grain by sea in 1863, in lasts of 56½ scheffels. (5⅓ scheffel equal 1 imperial quarter.)

	Great Britain.	Norway.	Sweden.	Denmark.	Russia.	Holland.	Belgium.	France.	The Rhine.	Pomerania.	The Zollverein.	Pillau for Shipment seawards.
Wheat	9,673	51	202	14	...	2,157	822	64	3,406	161	238	3,421
Rye	415	10,064	4,844	2,514	1,273	2,821	153	...	3,797	5,847	5,989	442
Barley	2,498	189	208	...	235	1,048	...	...	65	104	90	770
Oats	9,338	...	...	...	...	...	...	...	2	38	...	1,332
Peas and Beans ...	5,696	500	479	51	36	425	25	330	28	60	78	2,278
Linseed, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...

The total quantities of grain of all sorts shipped from Königsberg have been, according to official registry—

In 1863 ..	92,688 lasts, or	973,244 Imperial quarters.	
1862 ..	86,432 „	907,536 „	
1861 ..	106,965 „	1,123,137 „	
1860 ..	94,598 „	993,279 „	

Stocks on hand on ultimo December, 1863, were about as follows:—

	Lasts.		Lasts.
Wheat	5,300	Beans	280
Rye	3,200	Tares	220
Barley	340	Linseed	2,000
Peas	920	Sundry	506

The exportation by sea and land, including stocks at the end of the year, made a total of—

	Lasts	sch.		Lasts	sch.
Wheat	26,787	49	Tares	2,366	26
Rye	36,685	15	Seed	8,364	53
Barley	5,865	12	Sundry	2,921	34
Oats	10,387	38			
Peas	7,407	52	Total	102,403	55
Beans	1,417	16	(or 1,075,242 Imperial quarters.		

The quantity of grain and corn which arrived here from Russia and Poland, not by sea, in 1863 was 31,863 lasts 19 scheffels; and subtracting this amount from the total quantity of corn and grain exported by sea and inland, and the stocks at the end of the year, amounting as before stated to 102,403 lasts 55 scheffels, it would appear that the quantity produced and brought to Königsberg in this province in 1863, has been 56,942 lasts 36 scheffels, or about 597,906 imperial quarters. These calculations are, however, only based on the official registers of the sworn meters. The supply by private waggons and railway must, in addition, be taken at from 6,000 to 7,000 lasts more.

The total export by sea exceeded that of 1862 by upwards of 9,000 lasts, but the exportation of wheat to England was only about the half of the preceding year, and as the prices in England are the ruling ones

a continued depression of value was the consequence, and the total amount in money of the increased quantity exported was 1,300,000 rix-thalers (say 195,000*l.*) less than in 1862, in which year again the total value was less than in 1861 by several millions of thalers. The harvest of 1863 was decidedly good, and considerably above an average. The cause of the continued insecurity of grain prices here was principally the state of things in North America, which defies any basis of calculation for speculators; and the same difficulty seems to exist for 1864.

The average prioes for each month were as follows for the Prussian scheffel ($5\frac{1}{3}$ scheffel equal 1 imperial quarter):—

	Monthly Average in silber-groschen.												Yearly Average. in Silb. gr.
	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	
Wheat, 130 lbs. per D. sack	83½	83⅓	82⅛	83	82	86	83	80¾	70	63	67	60	77
Rye, 120 lbs. ,,	50	50	49½	50	50½	50½	43½	43	42¾	38¼	37	34	45¾
Barley, 110 lbs. ,,	40	40	38⅛	39	40	44	44	38½	39½	37¼	33⅓	30	38⅜
Do. 105 lbs. ,,	36¾	36¾	37¼	35	36¼	38½	37½	37¾	37¾	34¾	31	28	35½
Oats, 80 lbs. ,,	26½	26½	28½	28½	28½	28½	28½	28	27½	26	24	22	26$\frac{11}{12}$
Linseed, 110lbs. ,,	82	82	91	92	89	86	85	80	72	71	67	60	79¾

Measures have now been taken to enable the official measurage of whole cargoes to be effected in preference to sample measuring.

Flax, Hemp, Tows, &c.—A considerable improvement took place in these articles. The import and export were larger than in 1862. The quality of the Russian supplies was superior, and the flax crop in Germany having been deficient, the tendency of prices was upwards, as the German spinners frequently supplied themselves from here. The total importation of these three articles was at least 154,000 centners (7,700 British tons), the exportation 117,000 centners (5,850 British tons): whereby it must be remarked that considerable quantities were imported and exported by private means which have not come under official registry. The Custom-house Register mentions quantities which are at variance with the Traffic Reports of the Royal Eastern Railway (Ost-Bahn), and it appears certain that large quantities come and go of which the Custom-house has no information. It is not possible to specify the exact quantities of each article, as they are thrown together in the Reports and Registers. The exportation of flax by sea was as follows:—

	Flax.	Tows.
To Great Britain ..	10,252 centners	.. 11,421 centners
To Stettin ..	3,568 ,,	.. 905 ,,

besides some smaller shipments to other ports. The total exportation by sea of flax was 14,930 centners against 63,022 centners in 1862. But no inference must be drawn from this that the flax trade has decreased in 1863. It only follows that the chief exportation was not by sea, but by railway to Silesia and the Rhine. The average prices, according to quality, were as follows for—

	Rthl.		Rthl.	
Podolia flax	16½	to	18	per centner
Wilna flax	15	to	17	,,
Drujana flax	14	to	15½	,,
Russian flanitz	12	to	14	,,
Newstadt	7	to	9½	,,
Fine heckled tow	9	to	10	,,
Common tow, Codilla ..	4	to	7	,,

Stocks at the end of the year were about 13,300 centners of flax, and 10,350 centners of tows. One Prussian thaler is equal to 3*s.* English, and $20\frac{1}{3}$ Prussian centners are equal to 1 ton British.

Hemp.—The arrivals from Russia were superior to those of 1862 in quality. The trade even early in the year was very lively, and old stocks were all cleared off at constantly-rising prices before the new supplies arrived. The Russian dealers were therefore very firm in their demands, and obtained 15 to 30 per cent. higher prices than in the years previous, and as follows:—

Königsberg rein	$16\frac{1}{2}$	rixthalers per centner
Russian ditto	$15\frac{1}{2}$	„ „
Malistowker hemp	15	„ „
Starvduber ditto	$14\frac{2}{3}$	„ „
Unclean ditto	12·14	„ „
Tows	8·10	„ „

Stocks at the commencement of the year were about 18,000 centners of hemp, and 5,100 centners of tows.

The registered supply from Russia was above 43,000 centners, but it is pretty certain that considerably more actually arrived. The exportation was certainly 40,000 centners, but the Custom-house List gives as the exact exportation by sea the sum of 14,393 centners, of which 13,116 centners by steamers to Stettin. Stocks at the close of the year were 24,150 centners of hemp, and 2,370 centners of tows. The abolition of the transit duties has made an exact control of quantities impracticable.

Colonial Produce.—The trade in tea fully realized the brilliant expectations which the year 1862 gave reason to hope for. Not only the neighbouring Russian provinces bought largely here, but large quantities were likewise forwarded to St. Petersburgh and Moscow. The importation not only exceeded in quantity that of the year before by 19,000 centners, but had likewise a considerably higher money value, as chiefly finer sorts were taken by the Russian buyers for some years past, but particularly in 1863, the tea which came by land, *viâ* Kiachta, from China to Russia was of such inferior quality that the finer sorts could only be obtained from the supplies imported by sea. Many tea-drinkers imagine that fine tea is only to be had from the overland transports in Russia. People in the trade now know that the finer and higher sorts only are imported by sea, and persons who have hitherto purchased so-called Caravan tea from Russia are now aware of the fact that they can get the same article much cheaper at home. The importation in 1863 was—

In 1863 .. .. 92,284 centners | In 1862 .. .. 72,599 centners

Of which 44,836 centners were for Russian houses and transit, leaving 47,448 centners as the amount imported by the Königsberg dealers for own account. The stocks at the commencement of the year were 10,958 centners, in all therefore 58,396 centners; at the close of the year, the stocks on hand were 22,176 centners, of which 8,800 centners were property of Russian merchants, so that 13,376 centners remained as property of merchants here, who therefore had a sale of 45,020 centners of tea, which represents a capital of 3,500,000 to 4,000,000 thalers (500,000*l.* to 600,000*l.*) The total value of all tea imported for own account, and in transit to Russia in 1863, can be estimated at about 8,000,000 thalers (1,200,000*l.*) The profits on this trade were however much interfered with by the state of the money market, and the depreciation of paper rubles. The business is carried on in Russian money, and it was expected that on the grounds of the Imperial decree, the Russian bank would exchange the Imperial bank notes for silver and gold, at certain rates, and that they would be at par by the 1st of January, 1864, and therefore the Königsberg merchants

imagined that they would run no risk in basing their calculations on Russian paper bank notes. But, notwithstanding the Imperial assurances, the Russian Imperial bank suddenly suspended its cash payments, whereby the dealers on this side lost at once about 10 per cent. of their outstanding claims, and the loss is not so severe as the destruction of all confidence in similar announcements of the Russian Government as to any finance regulations which may take place in future, and contracts will not again be gone into in Russian bank notes, as a basis of calculation, and therefore this trade is much interfered with. Some other difficulties exist as to depôts or bonding accommodation, and the uncertainty as to Russian paper value makes parties at present averse to building suitable warehouses for the purpose until more clearness as to the mode of payment is obtained. There were likewise some difficulties in getting Fire Insurances, on account of the magnitude of the sums, and the cramped nature of the warehouse conveniences; flax, hemp, and other inflammable articles being warehoused in the same buildings, which again caused an increased rate of premium. Under these circumstances it is difficult to compete with Hamburg, and it can only be regretted that the Prussian Government still does so little to mitigate this difficulty by erecting bonding stores.

Coffee, Spices, Rice.—In these articles there was likewise an increased trade, and of—

Coffee	.. .. ..	5,414 centners more than in 1862	
Spices	.. .. ..	7,994	„ „
Rice	.. .. ..	2,245	„ „

This plus importation of coffee and rice must be attributed to the consumption of the province; the plus of spices of all kinds to the larger importation to Russia and Poland.

Cotton.—All the old stocks were cleared off, and, notwithstanding the American troubles and high prices, 4,093 centners were imported more than in 1862. The Russian finances injured this trade too, and the threatening aspect of Prussian political affairs and impending blockade caused much depression of enterprise.

The trade in Colonial produce was as follows:—

	Imported.		Exported.		Stocks in hand.	
	1863.	1862.	1863.	1862.	1863.	1862.
	Centners.	Centners.	Centners.	Centners.	Centners.	Centners.
Raw cotton	4,714	624	4,726	—	—	—
Rosin	911	530	68	—	—	—
Dye woods	2,798	6,146	395	—	—	—
Indigo	1,575	703	5	—	—	—
Southern fruits	8,431	8,941	1,456	2,912	1,270	980
Spices	15,694	7,700	12,401	6,250	1,897	1,177
Coffee	32,962	27,548	8,984	2,579	7,723	6,960
Rice	19,632	17,378	7,845	3,323	4,392	3,687
Tobacco	5,575	3,432	1,524	401	2,453	2,492
Tea	92,284	72,599	81,158	61,725	22,176	10,958

Wine.—The trade in wine for exportation is but small, on account of the difficulty in getting payment in Russia and Poland. The total import of wine in 1863 was 33,800 centners or 6,300 hogsheads.

Herrings.—The trade in herrings continues increasing. The quantities imported were—

	Barrels.		Barrels.
1860	105,450	1862	126,894
1861	65,147	1863	144,395

Of which 14,247 from Scotland. The export to Russia and Poland is chiefly the Norway herrings. Prices continued depressed.

Cotton Manufactured Wares.—The trade was profitable, but small from the high prices.

Linen Goods were likewise in very considerable demand for home consumption, and large quantities were imported from Silesia and other parts.

Paper Rags.—The Polish Insurrection made it possible to get rags from Russia and Poland, as long as the Custom-house officers were driven from their posts; but on their return the trade died off again, as the export duty from Russia is prohibitive The exportation was 1,900 tons to the Zollverein, and 1,200 tons to Great Britain, or about 4,844 tons in all, against 2,000 tons the year before.

Banking Business.—The Royal Prussian Branch Bank discounted bills to the amount of 16,330,000 rix-thalers, or 2,500,000*l.*, and bought bills for a rather larger amount, to remit to Berlin and other places. The extent of money lent on goods pledged as security was 10,829,000 rix-thalers (1,624,000*l.*), and did, after Berlin, the largest business in Prussia.

The Private bank has to contend with difficulties caused by the Royal bank, which takes the legally authorized Private bank notes in payment, but immediately presents them to the Private bank for silver, by which means the Royal bank paralyses the permission of the issue of notes of the Private bank.

The subscribed capital of the Private bank is 1,000,000 rix-thalers, or 150,000*l.*, and the total amount of the operations were 34,869,000 rix-thalers.

Bill business in general has been less than an average from the low price of Corn exportations, and the Russian financing caused fluctuations to the amount of 12 per cent. in the rates of Exchange. Money was scarce throughout the year.

The value of the Export and Import trade for 1863 is estimated as follows:—

ESTIMATED VALUES.

Articles.	Value of Imports.			
	Totals in Thalers.	Totals in £ sterling.	By Sea.	
			Thalers.	£ sterling.
Wheat, corn and grain ..	6,992,300	699,345	48,560	6,284
Flax, hemp, codilla	2,190,500	328,575	600	90
Colonials—tea, coffee. spices, &c.	10,075,000	1,511,200	9,633,000	1,444,950
Wood, wooden-wares	705,000	105,750	148,000	22,200
Horses, cattle, animal produce	2,931,000	439,650	196,600	29,490
Minerals, coals, salt, earthen-ware	641,000	96,150	462,000	66,300
Chemicals, dung, guano, oil, oil-cake, &c.	107,800	161,200	706,500	105,975
Metals, iron machines, instruments, &c.	2,648,000	397,200	2,198,000	329,700
Articles of consumption—wine, sugar, tobacco, &c.	10,257,200	1,588,580	6,482,740	972,411
Articles of texture—linen, cotton, wool, rags, &c. . ..	3,984,000	597,600	1,889,000	283,250
Sundries	581,000	87,150	386,000	57,900
Totals	42,083,000	6,312,450	22,151,000	3,322,650

Articles.	Value of Exports.			
	Totals in Thalers.	Totals in £ sterling.	By Sea.	
			Thalers.	£ sterling.
Wheat, corn, and grain ..	9,507,800	1,426,170	9,207,000	1,381,050
Flax, hemp, codilla	1,409,100	211,365	557,000	83,050
Colonials—tea, coffee, spices, &c.	7,861,500	1,179,225	16,100	2,415
Wood, wooden ware	371,000	55,650	96,800	14,520
Horses, cattle, animal produce	2,339,400	355,910	361,400	54,210
Minerals, coals, salt, earthenware, &c.	130,000	19,500	4,200	630
Chemicals, dungs, guano, oil, oilcake, &c.	635,700	95,855	228,000	34,200
Metals, iron machines, instruments, &c.	1,087,000	163,050	157,500	23,625
Articles of consumption—wine, sugar, tobacco, &c... ..	3,806,000	520,900	263,000	39,450
Articles of texture—Linen, cotton, wool, rags	3,055,000	458,250	408,000	61,200
Sundries	168,000	25,200	81,000	12,150
Totals	30,370,500	4,555,575	11,380,000	1,707,000

III. Agriculture.

Since 1862 a cattle and butchers' meat market has been established in the immediate vicinity of Königsberg, which is gradually making progress. In 1863, 540 head of cattle, 90 calves, 450 swine, and 1,300 sheep were brought there for sale, and the average prices obtained for live animals were for—

Live cattle averaging 1,100 lbs., $1\frac{1}{4}$ to 2 Silbergroschen per lb.
Live swine „ 240 lbs., $2\frac{6}{12}$ to $3\frac{1}{4}$ „
Live sheep „ 65 lbs., $1\frac{6}{12}$ to 2 „
1 Silbergroschen equals $1\frac{2}{10}$ of a penny sterling.

Calves were not sold alive. Towards the end of the year prices went down 50 per cent. According to the Custom-house register about—

6,000 head of cattle, | 20,000 head of swine,
16,500 „ calves, | 22,000 „ sheep.

or about 53,000 centners of butchers' meat, were consumed in Königsberg, a part of which was taken for ship's provisions. The detail average prices were :—

Beef 4 silbergroschen per lb. | Pork 5 silbergroschen per lb.
Veal 4 „ | Mutton 4 „

Horses.—Since 1852 a horse market has been held here every spring and has now reached such a height as to be the greatest importance, not only for the town from the large influx of strangers, but likewise for the province, the large production of good horses and large sales to strangers bringing a result so wanted in these parts—the flowing in of money.

The province produces yearly about 3,000 three-year-old horses for the Prussian army valued at about 165 rix-thalers each (14*l.* 5*s.*), or a yearly income of nearly 500,000 thalers. This species of horses is the best for the producers. The purchasers come to them and buy them when three years old, and the only condition is soundness. Besides this, horse-dealers from other parts move about the province all through the year and buy, at least, 1,000 horses for exportation. Taking 200 rix-thalers (20*l.*) as an average price, this again gives a sum of 200,000 thalers (or 30,000*l.*), and at the Königsberg horse-market or fair about 500 horses of value are presented for sale and are generally all sold for about 300 rix-thalers, say

45*l.* average, making again 150,000 rix-thalers, or about 22,500*l.* So that in all, the agriculturists of this province have a yearly income from horse-breeding of about 1,000,000 rix-thalers, or 150,000*l.* The Königsberg fair is regularly visited by the larger horse-dealers from Germany, Holland, and Belgium, each of whom purchased from 30 to 40 horses. Last year the price of a fair pair of carriage horses was 250 fred. d'or (162*l.* 10*s.*). The total amount of money turned over in horses at the fair was, it is true, only about 120,000 rix-thalers, say 20,000*l.* But the influx of strangers and consequent bustle and transaction of other business at the time has a visible effect on the welfare of the city.

Tallow.—The animal raw produce of the province consisted in tallow, which was unimportant and realized about 45 per cent.

Bones.—Cattle are now not much brought to market, as many farmers have built bone-mills for themselves, and only small quantities even of Russian transit bones are exported. About 456 tons were shipped to Scotland at about 4*l.* 10*s.* per ton.

Wool.—About 20,000 centners were brought to market against 13,000 centners in 1862, but the trade was languishing from political reasons, and prices were about 30*s.* per centner lower than the year before: about 500 centners were shipped to Great Britain. Only about 3,000 centners came from Russia and Poland; much more would certainly come if suitable warehouse-room was available in connection with the Custom-house.

Bristles, Horse-hair, Feathers, were again this year without animation on account of the American war. About 2,000 centners of bristles came to market, of which the half went to Leipsic. The other half was exported to Germany, Belgium, France, and England.

Hides and skins.—The trade was likewise dull, and the quantity of calf-skins which arrived at market was 190,000 less than in 1862. The total supply was 190,000 inland and 120,000 Russian calf-skins. Prices by the 100 ruled for 150 to 170 lbs., 11*l.* 5*s.* to 12*l.*; from 280 to 350 lbs., 22*l.* to 25*l.* per 100 lbs. The supply of cattle hides from Russia and Poland was put an end to by the cattle disease prevalent in those countries. The supply of sheep-skins was 124,000 of better description and 25,000 ordinary. Prices remained unchanged from 6*l.* to 24*l.* per 100 according to quality. The manufacture of saffian and other leather is being commenced here.

IV. Population and Industries.

Wood.—Four steam saw-mills are at work here; the value of the wood was about 30,000*l.*, and was almost entirely used for local consumption. The manufacture of furniture has made progress, and some quantities made here are now exported to Russia and Poland. House-building has extended in an unprecedented manner in these parts. The number of new buildings and larger alterations in this year was 162, for the year 1863 alone, without computing the buildings which were commenced the year before. Larger and better houses than in former years are now erected, and more care is taken for comfort and convenience inside, and taste outside, so that it is hoped that in a few years the city will soon bear a better resemblance to towns of the same rank than has hitherto been the case. The employment was so considerable that labour and materials rose considerably in price: at the fortifications alone 1,200 to 1,400 brick-layers and 600 to 800 carpenters were employed, and the price of labour was from 1*s.* 10*d.* to 2*s.* 10*d.* per man a-day. The amount of wages to working people paid in 1863 was about 1,000,000 rix-thalers (150,000*l.*).

The gas-works consume about 50 cargoes of British coals; altogether

about 3,000 tons were imported direct, but the timber-ships at Memel and Dantzig brought considerable quantities as ballast freights to those towns, which were forwarded hither by river crafts, &c.

Salt.—About 9,000 tons were imported by the Royal magazine.

Cement, Bricks, and Tiles have been very largely imported and manufactured and consumed, and contributed largely to the employment of the people.

Oil and Oilcake.—The manufacture of these articles is constantly regressing. England takes linseed from here, and sends back the linseed oil to East Prussia and the Baltic. Soap-boilers now use British-made oil. The manufacture of oilcake has likewise much decreased; only 36,500 centners were exported, against 56,700 centners in 1862. Petroleum is likewise affecting the price of rape-seed oil.

Iron manufacturers have to contend with the protective duty on iron in favour of Zollverein; about 4,700 tons of raw iron were imported, solely from the countries of the Zollverein. About 120 workmen are employed at the iron-melting and hammer works, but the trade is languishing. The trade in iron-manufactured goods was quite paralyzed by the Police Regulations respecting the insurrection in Poland. Neither the Russian nor Polish authorities took any particular steps to prevent trade in iron or steel wares, but the Prussian police exercised a control over the sale of scythes, &c., the exportation of which was prohibited, and likewise of all arms and ammunition, which were sequestrated by the Prussian police, and the interference was so severe as to injure all the ironmongery trade most considerably, and it would seem that no alteration of the system is for the present contemplated.

Iron Foundries and Machine Building continue to construct agricultural machines and implements, and likewise locomotives, locomobiles, mills, engines, steam-boats, and all branches of this industry. The low price of grain, and consequent want of money amongst the estate-holders, interfered with the demand, which was scarcely so large as in 1862. The quantities of iron used were 2,500 tons of raw iron, 1,000 tons of smithy iron, 30 tons of copper, with a money value in all of about 16,000*l.*, and employment for about 700 workmen, The value of the manufactured articles is estimated at about 500,000 rix-thalers, or 75,000*l.*

The manufacture of pianofortes continued to be extensive,

Distilling of Spirits.—One of the chiefest industries all through the province, as the burning of potatoes, and rye, &c., is a favourite method of consuming their own produce by fattening cattle, and having only the expense of bringing a few casks of spirit and fat cattle to market, instead of the more bulky articles potatoes and corn,—was much interfered with by the Polish insurrection, and prices gradually receded from 18 thalers per hogshead to about 14 rix-dollars.

Flour Mills are likewise much interfered with in Königsberg by the octroi system. Prussian ships can provision themselves with bread better and cheaper in England than here, although this is a grain-growing and exporting country, from this reason.

Sugar Mills.—From the alteration of the duties with regard to beet sugar in the Zollverein, this branch has been completely ruined, and the mills are pulled down and the machinery disposed of. Very large quantities of sugar went to Poland when the Russian officials were driven from the Custom-houses by the insurgents; 12,500 tons were imported, and about 6,000 tons exported, but the trade ceased with the return of the Russian officials to their posts.

Tobacco and Cigar manufacturers experienced similar effects from the same reason.

Shoddy and Mungo manufactures answered very well, and about 250 tons were exported at paying prices, and this branch promises well for the future.

Forwarding Business.—This branch of industry is undergoing considerable changes from the gradual development of railways and the alteration of duties ; and a very large extension in forwarding tea, cotton, &c., to Russia has already commenced, and is expected to increase much more.

V. Public Works.

Roads, Railways, Canals, Rivers, Telegraphs, &c.—The chausséed roads in East Prussia are very good ; the country roads, on the contrary, most miserable, and the consequent value of landed property near a chaussée railroad, or river, or at any distance therefrom, is easily remarkable. The railway traffic at the station was—

Persons.

	Arrived.	Departed.	Total.
In 1863	176,151	172,589	348,740
In 1862	156,547	152,710	309,257
More in 1863	19,604	19,879	39,483

Goods.

	Centners.	Centners.	Centners.
In 1863	1,889,685	1,010,429	2,900,144
In 1862	1,556,864	803,064	2,359,928
More in 1863	332,821	207,365	540,186

The completion of the Pillau-Königsberg line, which is expected this autumn, or next spring, will doubtless give an immense impulse to trade with foreign countries, and forwarding business to and from Russia when the Russian ports are blocked up by ice in winter and spring, and will, in all probability, insure a great increase of trade and the continuance of the line through Masovia to Poland, through the most productive countries, cannot remain without influence, and must make Königsberg a place of great commercial importance. These railways are conceded to a British Company, and great expectations are caused by them.

For the water inland-communication, however, but little is done ; and the rivers and canals are much neglected, and trade is interfered with by shallows, sand-banks, &c. It is true that the difficulties are great on account of the shifting nature of the soil of the river beds, but still too little is done to effect any melioration.

The dredging works for deepening the Haff between Königsberg and Pillau are carried on in much too insignificant a manner for the importance of the subject. But it is now in contemplation that the Corporation of Merchants should resign the duties of carrying out this and the Pillau Harbour Works to the State, and that then that which is wanted will be executed in a manner which a corporation of merchants, with only limited means and frequently divided opinions, cannot effect. The carrying out of the Pillau railway will necessitate the construction of an inner harbour for ships at Pillau, which is much wanted. The idea is sanctioned by the Government, and plans are being drawn up to meet the difficulties, and reconciling them to the fortification requirements of Pillau. Information on these subjects must be deferred for the present.

No alterations of the telegraph stations can be reported.

VI. General Remarks.

The trade of Königsberg, in 1863, was of considerable extent. The importation by sea reached the sum of 22,000,000 rix-thalers (3,300,000*l.*), and the exportation by sea, 11,000,000 rix-thalers (1,650,000*l.*). The total importation, 42,000,000 rix-thalers (6,300,000*l.*), and the total exportation, 30,000,000 rix-thalers (4,500,000*l.*); but the profits were in no proportion to the extent of trade. The harvest of 1862 in those countries which bring their supplies here was good, with the exception of wheat. The effects of the civil war in America still influenced the British markets, and, with the exception of Hungary, good harvests were expected in all parts in 1863, and the wheat crops were very good in Great Britain.

Potatoes were excellent everywhere, and this depressed the prices of all other articles of food. All through the year prices of grain continued to fall, and farmers who kept back their produce at first on account of the low prices were compelled to sell at still lower rates later on. The insurrection in Poland, which it was expected would prevent the arrival of supplies from that country, had no such effect. The railway from Wilna remained in Russian hands, and the river communication remained unmolested, so that the supplies were larger than usual, and would have been still more so if the shallows of the River Niemen had not interfered with the navigation. The German-Danish quarrel likewise influenced trade. The mystery of the Prussian policy caused a sort of commercial insecurity, which depressed confidence and speculation, and the prospect of a possible blockade caused a pressure to ship, which naturally told on prices. The grain trade therefore, the chief article of commerce of the province, although larger than usual, was not attended by any satisfactory results. With articles of import it was similar. Prices in foreign countries were high; the state of Poland gave encouragement for speculation, but the uncertainty and irregularity of Russian Bank-note value made all business of a risky nature: and although Protective Russian or other duties are not to be admired, still insurrection does not satisfactorily abolish them.

Nature and human politics combined to create a large trade here, but likewise to prevent that trade from being profitable. However, but few bankruptcies occurred, and of but small importance. The harbour dues and works at Königsberg and Pillau, which have been for years, since the times of the first Napoleon, and in consequence of events at that time (1806-7), in an unsettled and precarious state, are now the subject of great reform plans which, in connection with the proposed railways, it is confidently expected will much facilitate commerce, and at least double the transit trade of Königsberg-Pillau. These things are, however, at present projects which are determined on, and will be carried out as speedily as their nature permits of. The actual future results can only be proved and reported when the next years will have given evidence of their practical importance. The general feeling is that a great commercial future is in store for Königsberg. The value of buildings and other property has increased wonderfully during the last few years, and the population likewise.

Königsberg, May 1864.

MEMEL.

Report by Mr. Vice-Consul Campbell on the Trade of Memel for the Year 1863.

Trade and Commerce.—In the Reports forwarded by me during the last few years, I endeavoured to point out the dangerous position in which the port of Memel was placed through the want of the necessary communication with the interior by means of canal and railway, and it now affords me pleasure to state that the former, at least, of these two important undertakings has been commenced. The Minge Schmelltel Canal is being constructed with energy, and in the course of a year or two our timber rafts and barges will be able to reach Memel without being exposed to the dangers of the Curish Haff. With our railway we have not been so successful; but it is to be hoped that the Prussian Government will soon see the actual necessity of constructing one to connect Memel with the main line between St. Petersburgh and Berlin. I shall, however, treat on this subject under the head of railways.

Memel contains about 25,000 inhabitants who are principally engaged in the various branches of trade and navigation, and whose interest it naturally is to retain, and, if possible, increase the commercial position of the port. The harbour of Memel is unquestionably the best and safest in the Baltic, it is capable of containing hundreds of vessels at the same time, and there is sufficient depth of water to float the largest class of merchant vessels; one of the great advantages, however, which it possesses is, that it is never impeded by ice. Its annual export and import is valued at 10,000,000 thalers. There are about twenty timber-cutting establishments in the city, which employ a large number of workmen who convert the raw timber which reaches us from Poland and Russia into planks, deals, sleepers, &c. &c. The revenue which Government draws from Memel is $400,000 pro anno.

In my last year's Return it was my unpleasant duty to report that the trade and commerce of Memel were receding, whereas those of the neighbouring ports were increasing, and in that Return I stated at some length the reason of this retrograde movement to be the want of the necessary communication with the interior. During the past year trade in general has decreased, even although the export and import of some few articles exceeded that of 1862. Besides the want of the necessary communication with the interior, other reasons have contributed to cause this lamentable result, amongst which may be mentioned the exceedingly shallow state of the river Niemen above Tilsit, and the almost total want of snow in Poland during the winter; both of these circumstances prevented us from receiving above one half of the usual supply of that article which constitutes our principal export, viz., timber. It is a well known fact that Russian and Polish produce constitutes the chief export of Memel, and it is customary for our merchants to give a certain advance during the winter months for articles purchased in these countries for delivery in the following spring and summer; during last year many of these advances were sacrificed in consequence of the revolution in Poland, and many parties who did not suffer by that revolution pretended to have done so, and declared themselves unable either to deliver the goods purchased or the advances given on them, and the laws of Russia are unfortunately so defective that it is the next thing to an impossibility

to compel the fulfilment of a contract. Added to these misfortunes came fears of an extended complication in the affairs of Schleswig-Holstein, which caused a sad depression in our mercantile community.

Years.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
		Lasts.		Lasts.
1863	904	101,802	930	106,539
1862	876	107,768	886	110,722
1861	864	108,849	843	104,970

The above statement, therefore, shows a decrease both in exports and imports.

In 1863, the exports were valued at 6,578,700 rix dollars; and the imports at 3,212,900 rix dollars.

Grain Trade.—The circumstances previously referred to, which acted so disadvantageously on trade in general during the year, have more particularly been injurious to the grain trade, because our merchants can only attempt to compete with those ports which have the advantage of railway communication when they have some equivalent means of transit; but during the past year our principal channel, the river Niemen, was so shallow (and in fact from year to year is becoming more so) that a large quantity of grain destined for our market did not reach it. It is beyond a doubt that the grain trade of Memel will decrease from year to year until its magnificent harbour becomes connected on the south with the province, and on the north with Riga and the intermediate fertile districts of Russia, In order to prosecute the grain trade profitably, it is necessary to have a small class of vessels always at hand, such vessels are here seldom to be obtained, and our merchants are obliged to charter them abroad at very high rates, which naturally acts injuriously on the development of the trade. During the years 1862 and 1863, the harvest in the Russian provinces of Kowno and Grodnous was excellent, and there is every reason to believe that had the unsettled state of political affairs not intimidated our merchants, a much more extensive business would have been done. For like reasons no contracts have as yet been entered into for next year's delivery, and there is great reason to fear that in 1864 a much greater falling off will have to be reported.

The entire export of wheat during the year was 18 lasts, valued at 2,500 rix dollars, against 77 lasts in 1862, and 92 lasts in 1861.

In the beginning of the year, 90 sgr. per scheffel were paid, and towards its close prices gradually receded to 78 sgr.

During the months of February and March, the arrivals of rye were scarce, but in the month of May the trade became more lively, and remained so until September, when it again became dull. At the commencement of the year 55 to 56 sgr. were paid per scheffel; in May prices receded to 50 sgr.; in June it again advanced to 52 sgr.; but in August, when the favourable reports reached us of the harvest in Russia and Poland, prices fell to 43 sgr., and in October, to 40 sgr., at which quotation it remained until the year closed.

During the year, 6,639 lasts were shipped to Denmark, Sweden, Norway, and Holland, valued at 630,000 rix dollars.

Barley.—The quantity of barley imported in 1864 was 1,837 lasts, valued at 126,000 rix dollars, the greater part of which was shipped to Holland, and also one or two cargoes to Great Britain and Sweden. Prices ranged during the year from 35 to 40 sgr. per scheffel.

Oats.—The quantity of oats exported last year was considerably larger than in the two previous years, although it did not reach the export of 1860.

In 1863, 2,200 lasts were shipped, valued at 88,000 rix dollars; and in 1862, 129 lasts were shipped, valued at 6,450 rix dollars.

The shipments were made to England and Stettin at prices averaging from 20 to 24 sgr. per scheffel.

Peas.—A very insignificant trade was done in peas, 89 lasts only having been exported to England, valued at 8,000 rix dollars.

Flax.—The flax trade, on the whole, has been active during the year; there has been a regular and steady demand from the Scotch markets, and there is every reason to believe that that demand will continue so long as the American war prevents the more extensive shipments of cotton being made from that country. Our market was supplied, as in former years from the Russian province of Sanwgatea and the neighbourhood of Tilsit, and notwithstanding the keen competition which is always carried on between this port and Libau, our merchants succeeded in obtaining by far the greatest part of last year's produce. In the month of January prices ruled about 105 sgr. per 31lbs. for 4-brand Samogatian flax, 87½ sgr. for nota bene, and 67½ sgr. for 3-brand, per 31 lbs. In February prices advanced to 120 sgr. for 4-brand, but large shipments having reached the Scotch markets from Riga, the demand became less, and prices receded. In August, however, a reaction took place, and prices again advanced to 122½ for 4-brand, other descriptions in proportion. At the close of the year the new crop reached us in excellent condition, both as regards quantity and quality, and large sales were made at 120 sgr. per 31 lbs. 4-brand.

Linseed.—A very small business was done in crushing linseed until the new crop reached the market. The stocks held here from the year 1862 were of miserable quality—in fact almost unsaleable. The new crop, however, produced excellent seed, and an abundant supply reached our market, wherewith our merchants were enabled to mix off their old stocks, and they realized from 87 to 90 sgr. per scheffel of 115 lbs. Polish and Samogatian seed was to be had at 76 to 80 sgr. per 109 lbs., and towards the close of the year even so low as 65 to 67 sgr.

The following quantities were exported to Sweden, Denmark, England, and Belgium:—

In 1863, 3,033 lasts, valued at 450,000 rix dollars; and in 1862, 1,573 lasts, valued at 235,950 rix dollars.

Bones.—The export of bones in 1863 considerably exceeded that of 1862.

In 1863, 7,781 cwt. were shipped, valued at 12,150 rix dollars; and in 1862, 3,560 cwt. were shipped, valued at 4,747 rix dollars, which which were shipped to England at prices equal to 42½ sgr. per cwt.

Skins and Hides.—A rather extensive trade was carried on in calf skins during the year, and large shipments were made to England. About 300,000 skins reached us from Russia, for which 12½ to 17 sgr. were paid per lb.

5,057 cwt. of calf skins were shipped, valued at 252,862 rix dollars; and 252 cwt. of goat skins were shipped, valued at 8,400 rix dollars.

Amber.—On no former occasion have I taken any notice of this article in my reports, but the fisheries are now being prosecuted with so much vigour and so successfully, that it promises to become an important branch of our trade. About 17,000 lbs. were found in 1863, and shipped to Dantzig and Austria.

Rags.—The rag trade has continued to develop itself during the past

year, and no less than 150,000 cwt. reached our market, all of which was shipped to England and Scotland.

Years.	Vessels.	Quantity.	Value.
		Cwts.	Rix doll.
1863	53	130,266	650,000
1862	41	96,674	531,700
1861	44	85,843	430,000

The increase in this branch of trade may be partly attributed to the removal of local obstacles, and partly to the great demand on our market from abroad. Our inland navigation also having closed very late last year enabled our merchants to obtain those supplies in harvest which usually reach us in the following spring.

At the close of 1862 the prices asked in the Russian provinces were so high as to prevent any business being done, and not until the month of February did prices so far recede as to admit of contracts being made for spring delivery. Towards the end of March a lively demand sprang up in England, and prices advanced in consequence to 165 sgr. per centner, and remained steady at that rate until the end of May, when they again gave way, and in the month of July purchases were made at 145 sgr. per cwt.

Timber.—The prosperity of our timber trade depends, in the first place, on the condition of the forests lying in the district watered by the river Niemen and its tributaries, and the means of transporting it to these rivers; and in the second place to the requirements of the foreign markets, particularly the English. In the first instance, then, a plentiful fall of snow during the winter is essentially necessary to enable the large trees being transported on sledges from the forests, and conveyed to the river Niemen, and a plentiful supply of water in this river is necessary during the summer months, so as to enable the rafts being floated down to Memel before the fall of the year, when they would have to encounter the dangers of the Curisch Haff. Unfortunately very little snow fell in Russia and Poland last year, and consequently the timber was removed from the forest at very great expense, added to which the Polish revolution caused labourers to be scarce and wages naturally high; and lastly, the scarcity of water in the river Niemen acted so injuriously on the trade that scarcely two-thirds of the usual supplies reached our market. It is also worthy of remark that the quality of the timber is getting from year to year more inferior, even though higher prices are asked and paid; it is thus becoming still more difficult for our merchants to compete with the exporters in Norway and Sweden.

There was fortunately a good demand from England throughout the year for all descriptions, and a profitable trade was done.

1,047 schock (of 60 pieces) were brought to our market, and were purchased by our merchants at from 500 to 12,000 rix dollars per schock of 360 fathoms. In consequence of the good quality of this description there was a fair demand for it from England, and our merchants sold middling class red wood for shipment in spring at 47*s.* 6*d.* per load of 50 running feet; later in the summer prices advanced to 55*s.* and 57*s.* per load. White wood square timber was sold at 30*s.* to 35*s.* per load.

Round Wood.—The arrivals of round wood were unquestionably larger than were anticipated, which fact may be accounted for by the high prices having induced the forest proprietors to cut their timber even in summer and convey it to Memel at an immense expense; 200 schock, however, of the last mentioned remained unsold, even though the proprietor offered it from 33½ to 66⅔ cheaper than the winter wood.

1,519 schock red wood, at from 350 to 450 rix dollars per schock; and 379 schock white wood, at from 300 to 370 rix dollars per schock, reached our market. The demand for English and Belgian account was good, and prices were firm at 6*l.* 10*s.* to 7*l.* per standard hundred for middling red wood, and 5*l.* 10*s.* to 6*l.* per standard for middling white wood.

Oak Timber and Staves.—Only 35 schock of oak timber came to Memel during 1863, which was readily sold at 1,200 and 1,300 rix dollars per schock of 360 fathoms. 5,800 schock of pipe staves reached us, and were purchased at from 46 to 52 rix dollars per schock of 60 pieces, for which our merchants now demand 200*l.* per thousand; but the English buyers have not as yet conceded to their wishes.

Sleepers.—The arrivals from the interior consisted of 700 schock, for which 141 to 150 rix dollars per schock of 360 fathoms were paid.

The shipments to England realized the following prices:—

		Sgr.	Sgr.
Redwood Sleeper ..	5 by 10, 8½ 2½½	20	to 24
„ „ ..	9 by 9 square	25	
„ „ ..	10 round	20	21
„ „ ..	10¼ to 10½, round 8½	21	22
„ „ ..	5½ by 11 half round	14	
„ „ ..	9¾ to 10, round 10½½	20	22
White Wood Sleeper ..	10 by 10, square 8½½	20	30
„ „ ..	10¼ to 10½, round 8½	18	20

The total arrivals from the interior in 1863 were—

	Rixdollars.
1,047 Schocks Red and White Square Timber, at an average of 800 rixdollars per schock	837,400
1,519 schocks Red Round Timber at 400 rixdollars	607,600
379 „ White ditto, at 335 rixdollars	126,965
5,894 „ Oak Staves, at 49 rixdollars	288,806
35 „ Oak Square Timber, at 1,100 rixdollars	38,500
80 Pieces of Wainscoating, at 24 rixdollars	1,920
700 Schocks of Sleeper Timber, at 145 rixdollars	101,500
900 „ Oak Clap Wood, at 62½ rixdollars	56,250
500,000 Sleepers, at 14 sgr.	9,333
Total	2,068,474

The timber shipped during the year was conveyed in 548 vessels, of 81,308 lasts, valued at 3,165,000 rix dollars.

Imports.

Herrings.—The total importation of herrings in 1863 was as follows:

	Barrels.
Norwegian	33,769
Scotch	9,724
Coast	301
Dutch	15
Total	43,806

Valued at 244,050 rix dollars.

The stocks of Norwegian herrings which lay over from 1862 were gradually disposed of before the opening of the navigation at about 6 rix dollars per barrel; when the new fish reached our market prices fell to 5 rix dollars per barrel. In April and May arrivals became very plentiful, and fears were entertained that the disturbances in Poland would interfere with the consumption in those districts, which caused prices to decline still further, even to 4⅔ rix dollars per barrel. In summer a reaction took place, and prices advanced to 5¼ rix dollars per barrel, and remained steady until the close of our navigation, after which took place they receded to 4½ per barrel.

The stock of Norwegian fish at present in hand is 5,659 barrels.

The trade in Scotch herrings was dull, and the stocks which lay over from 1862 were cleared off with difficulty at 10 rix dollars per barrel. When the new fish reached us in the month of August, 10 rix dollars per barrel were paid; but the large arrivals of Norwegian fish, and the low prices demanded for that description caused prices to recede to 9 rix dollars per barrel, at which prices they could be purchased at the close of the season.

The present stock consists of 925 barrels.

Salt.—92 vessels arrived with salt from the following countries :—

	Quantity.	Value.
	Cwt.	Rixdollars.
Torreviga	512,169	195,000
St. Ubes	15,972	5,000
Liverpool	338,974	110,000
Total	867,089	310,000

Prices remained low throughout the year, and the trade was inactive. The stock at present in warehouse consists of 182,000 cwt., and the most of the Memel vessels not in port have sailed for the Mediterranean, in order to keep out of the way of Danish cruisers, and it is expected that they will return from thence laden with salt, our market will consequently become overstocked with the article, and prices will naturally go down.

Coals (*Steam and Nut*).—In consequence of the very large stock of coals kept over from 1862, the trade of 1863 opened very dull. Later in the season contracts were entered into by parties here to supply the Russian railways with 30,000 tons, contrary winds prevented the arrivals from England, and in order to fulfil said contract within the specified term, a great part of the quantity was obliged to be purchased here; stocks, therefore, became smaller, and the trade more animated.

11½ to 14 sgr. per 240 lbs. were paid for steam coals, and 10 to 12 sgr. for nut coals.

117 vessels brought 641,300 cwt. of coal from England, valued at 150,000 rix dollars.

Freights.—In the beginning of the year there was a lively demand for tonnage, and all the vessels which were laid up in winter quarters, as well as those expected from the neighbouring ports, were quickly freighted.

In the beginning of the season the following rates were paid :—

	s.
To London, per Load of Square Timber	17
Hull „ „	16
Coal Ports „ „	13
Liverpool „ „	18
Belfast „ „	18

And 17½ florins to Amsterdam per last of fir deals.

In March many vessels were offered, and consequently rates receded a little; but in May they again advanced about 1*s.* per load above quotations, and rose steadily towards the close of the season, when 22*s.* 6*d.* was the current rate to Grimsby per load of timber, and 21*l.* 10*s.* per mille of staves.

Freight of Imports.—So early as December, 1862, a large number of vessels were chartered to carry salt from Torreviga to this port, and in

that month 15*s.* per English ton was paid; some time afterwards, however, vessels were to be had at 12*s.* per ton; 9*s.* was the current rate per ton of salt from St. Ubes; and 8*s.* to 9*s.* per ton from Liverpool.

The coal freights remained pretty steady throughout the year at the following quotations:—

	£ *s.*	£ *s.*	
From Newcastle	5 15	to 6 5	per keel
Firth of Forth	4 10	5 0	„
Hull	3 0	3 10	„

In autumn several English vessels arrived here with railway iron from Port Talbot and Cardiff at high rates of freight—say 15*s.* to 18*s.* per ton.

Railways.—Now that the construction of the Tilsit Insterburg line of railway has been commenced, and in all probability will be finished and given over to the public next year, the necessity of a prolongation of the line to Memel becomes more and more apparent, not only for the Memel trade, but also for the benefit of the English capitalists who are constructing that line, because it is clear that only through the extension of the line to Memel can the undertaking prove lucrative.

In the year 1858, when the construction of the Eydtkuhn line of railway was commenced, the necessity of connecting it with the seaport of Memel became apparent, and not only were the advantages of this line shown by the reports of the magistrates and Committee of Commerce, but it was countenanced by the Minister of Trade, and hopes were held out to us by him that after the completion of the Ost-Bahn, a branch would be constructed from that line to Memel.

In accordance with a Ministerial Decree, dated 6th April, 1861, the preliminary works were commenced and carried out, a portion of the expense thereby incurred was defrayed by the Memel public. It is beyond a doubt that the extension of the line to the seaport of Memel will not only be of great advantage to the Tilsit Insterburg Railway, but the Ost-Bahn (Eastern line) will profit by it; firstly, by connecting it with the best harbour in the Baltic; and secondly, by bringing it into conjunction with the wealthy Russian provinces of Courland and Samogatia. Were there no necessity for the construction of a bridge over the river Niemen at Tilsit, the profit to be gained from the extension of the line to Memel would be still more apparent, nevertheless the following statements will show that the capital required for the construction of the bridge would be profitably invested.

Investment of Capital.—The preliminary works previously referred to for the line from Tilsit to Memel were conducted under official authority by the directors of the Ost-Bahn, and the estimate prepared by them at Bromberg on the 13th March, 1863, was laid before the Minister of Commerce.

With the exception of the bridge over the river Niemen there are no engineering difficulties to contend with on the whole line, the length of which is fifty-four English miles, and the expense is estimated at 937,500*l.* This estimate is undoubtedly higher than the line will actually cost, and moreover about 30,000*l.* have to be deducted from that sum for the land through which the line must pass, it having been estimated at that sum. Some of the districts have already granted the land, and it is confidently expected that the others will follow their example. Besides this there are good grounds for believing that the Prussian Government will either build the bridge over the Niemen, or guarantee the interest on the capital.

The district of country lying on the eastern side of the river Niemen,

comprising a portion of Tilsit, Heydekrug, and the magnificent harbour of Memel, is in consequence of the insecure and dangerous passage over that river, deprived of regular communication with the heart of the country for a large portion of the year—and strange to say it is the only district thus situated, because all the other rivers of Prussia are spanned by bridges—and there cannot be a shadow of doubt that when the bridge over the Niemen is constructed, and the communication with Courland thus established, it will not only prove of the utmost importance to East Prussia, but to the country in general, and that fact is known to and admitted by the Prussian Government. Taking then for granted that Government will build the bridge, and 30,000*l.* are deducted for land, the whole line would cost about 408,925*l.*, or 7,572*l.* per mile, a sum considerably under the average expense of other Government lines.

Passenger Traffic.—The projected line of railway would not only be used as a means of communication between Memel, Tilsit, and Königsberg, but the residents of our neighbouring Russian cities and provinces, who at present travel in their private equipages, would prefer this route, and the passenger traffic from these districts would naturally increase as the means of transit becomes cheaper and more accessible. In order to ascertain the general passenger traffic, those travelling by post have been taken as a basis, and we assume that the passengers who travel by post constitute two-fifths of the whole; but according to the above we are justified in estimating the number of passengers who travel without employing the post at double those who employ it, and this is corroborated by the returns made by the directors of the various steam boats which ply for about seven months of the year in our inland waters. The post passenger traffic must, therefore, be taken at one-third, and the private passenger traffic at two-thirds of the general traffic. Four passenger posts leave and arrive at Memel daily; in the summer months, however, these posts are only half occupied, but in winter, on the contrary, there are always one or two extra carriages (and frequently more) required to forward the passengers, the number of passengers who travel by these four posts may be estimated at twenty-four persons daily, being equal to 8,760 annually. Besides these posts the passenger traffic is conducted by means of three steam vessels ("Terra," daily to and from Crauz, Königsberg; and "Victoria" and "Falke," daily, to and from Tilsit), and according to the returns given by the managers of these steamers, the following result is shown:—To and from Tilsit, 15,000; to and from Königsberg, 10,000.

Admitted, however, that a portion of the public will still prefer travelling by water, that preference could only be given in summer, because in spring and autumn the journey by water is accompanied by so many unpleasantries and difficulties, that the greater part of the public, particularly those travelling to Tilsit, would prefer taking advantage of the rail.

The passenger tariff between Memel and Tilsit is as follows:—

	Rx. dl.	Sgr.
Per Post, in 9 to 12 hours	3	14
Steam, in 9 to 10 hours	2	0
Rail, 2½ hours	1	24

Between Memel and Königsberg:—

	Rx. dl.	Sgr.
Per Post, in 22 hours to 24 hours	7	12
Steam, in 9 to 10 hours	3	15
Railway, in 6 to 7 hours	4	10

As before stated we cannot deny that a portion of the public may prefer the water route to Konigsberg during our two summer months, but those travelling to Tilsit would undoubtedly prefer the rail. Adhering to the above statement, it would be perfectly justifiable to add the before-mentioned 25,000 passengers to the post traffic, but in order to make allowance for those who possibly might prefer travelling by water, we shall only estimate the number at double that of the post, viz., at 17,520, making a total annual passenger traffic of 26,280 persons.

Experience has proved that through railway communication traffic has increased to ten, even fifteen times its original state, and at the very least to six times; when we, therefore, consider that the Memel district is nearly connected with the Russian custom towns of Garsden, Crottengen, and Polangen by two turnpikes and one accommodation road, through which a large passenger traffic already passes, the calculation would not be too high were we to take an increase of six times the present traffic, but in order not to appear too sanguine we will state it at five times only, which gives the following result:—$5 \times 26{,}280 = 131{,}400$ persons annually. And suppose three trains travel daily, each train would convey on an average sixty persons, which would show a total receipt of 28,380*l.* for passengers alone.

Annual Traffic.—In the year 1861 the district of Memel possessed the following stock: Horses, 8,003; horned cattle, 13,514; sheep, 20,123; and pigs, 7,700.

The above numbers are not inconsiderable when we take into account that our landed proprietors depend more on the sale of milk than on rearing and feeding cattle. If we compare the above stock with that possessed by our farmers in former years, we find a very small increase, the reason of which is attributed to the want of good meadow pasturage. The district is not, however, capable of supplying the city and the 800 to 900 vessels which annually leave its port, with beef, butter, and other provisions.

The fat cattle which reach our market come partly from Courland, but chiefly from the Tilsit lowlands; large transports of lean cattle are also forwarded from our province to be fattened in the richer provinces of Russia, from whence they return fit for our market. We estimate the total income which would be derived from animal traffic at 1,254*l.*, and the goods traffic at 49,494*l.*, the total income would, therefore, be as follows:—

	£	s.
Passenger Traffic	28,382	0
,, Luggage	851	10
Conveyance of Carriages	314	0
,, Cattle	1,224	0
,, Goods	49,494	0
,, Mails	5,913	0
	£86,178	0
From which deduct the assumed cost of management ..	36,000	0
Net Profit per annum	£50,178	9

which shows a return of 5½ per cent. on the invested capital of 937,500*l.*, including the bridge over the Niemen, and 8¼ per cent. exclusive of the bridge, when the capital required would only be 608,925*l.*

Memel, December 31, 1863.

STETTIN.

Report by Mr. Consul Blackwell on the Trade of Stettin in 1863.

I. Shipping and Navigation.

In regard to the shipping at this port, last year presents a favourable result, there having been a considerable increase in the tonnage of both British and foreign vessels, especially in the tonnage of British steamers.

This increase, amounting to about 14 per cent. on the total tonnage of sea-going vessels entered at Stettin, may be partly ascribed to the reduction of the shipping dues by the Royal Decree of June 25th, which came into operation on the 1st of July last, and by virtue of which the shipping dues were reduced as follows :—

I. Sea dues for all vessels entering and leaving Swinemunde :

1. With cargo—
   (*a.*) On entering, from $12\frac{2}{3}$ groschen to 8 groschen.
   (*b.*) On leaving, „ $12\frac{2}{3}$ „ to 8 „
2. In ballast—
   (*a.*) On entering, from $6\frac{1}{3}$ groschen to 4 groschen.
   (*b.*) On leaving, „ $6\frac{1}{3}$ „ to 4 „

II. River dues for vessels navigating the Peene, Swine, and Divenow, and the Haff; consequently for all vessels proceeding from Swinemunde to Stettin, and from Stettin to Swinemunde :

1. With cargoes—
   (*a.*) On entering, from $1\frac{1}{3}$ groschen to 1 groschen.
   (*b.*) On leaving, „ $1\frac{1}{3}$ „ to 1 „
2. In ballast—
   (*a.*) On entering, from $\frac{2}{3}$ groschen to $\frac{1}{2}$ groschen.
   (*b.*) On leaving, „ $\frac{2}{3}$ „ to $\frac{1}{2}$ „

per normal last (about $1\frac{1}{2}$ register ton), being a reduction on the sea dues of 36·84 per cent., on the river dues of 25 per cent.

The number of vessels built in 1863 at Stettin and other Pomeranian ports, was as follows :—

	At Stettin.	At other Pomeranian Ports.	Total.
Steamers—			
Sea-going	2	..	2
River	8	..	8
Sailing-vessels—			
Sea-going, above 40 lasts	4	46	50
Coasting, under 40 lasts	..	14	14
Totals	14	60	74

II. Trade and Commerce.

In 1863 the increase in most of the principal imports and exports was very considerable ; the articles in which the increase is the most prominent being, among the imports, coals, iron, coarse iron goods, cement, gums and rosins, seeds and grease ; among the exports, zinc and spirits.

Estimated value of imports and exports in 1863. In dollars, Prussian currency, and in English money at the average rate of exchange for the year, 6 dollars $22\frac{3}{5}$ groschens = 1*l.*—

	Prussian Money.	English Money.
	Dollars.	£ s. d.
Imports	47,022,887	6,962,915 3 0
Exports	26,454,711	3,917,281 19 8
Total ..	73,477,598	10,880,197 2 8

Estimated value in dollars, Prussian currency, of imports and exports from 1837 to 1843, inclusive :—

Years.	Imports.	Exports.	Total.
Average of five years, 1837-41 inclusive..	9,960,000	7,030,000	16,990,000
,, ,, 1842-46 ,, ..	18,299,000	5,060,000	23,359,000
,, ,, 1847-51 ,, ..	15,186,520	5,802,660	20,989,180
,, ,, 1852-56 ,, ..	15,968,814	9,222,575	25,191,389
,, ,, 1857-61 ,, ..	29,247,238	19,707,230	48,954,468
1862	45,015,230	28,342,814	73,358,044
1863	47,022,887	26,454,711	73,477,598

Amount in dollars, Prussian currency, of duties levied at the Stettin Custom-house from 1857 to 1863, inclusive :—

Years.	Import.	Export.	Transit.	Total.
Average of five years, 1857-61 inclusive..	1,415,089	5,027	22,819	1,442,935
1862	1,407,870	1,352	..	1,409,222
1863	1,583,069	911	..	1,583,980

The trade of Stettin in 1863 was in so far satisfactory, that the estimated value of imports and exports was much the same as in 1862, the considerable decrease in the exports being counter-balanced by a somewhat more than proportional increase in the imports. However, although the trade cannot be said to have declined, it was obviously depressed, and commercial enterprise checked in consequence of the Polish insurrection and the precarious state of affairs in Prussia and throughout Germany. The protracted and hitherto fruitless negotiations respecting the ratification of the Treaty of Commerce between France and the German Customs Union, had also a depressing influence; yet, on the whole, the business carried on at this port last year presents a more favourable result than, under such untoward circumstances, could reasonably be expected.

Among the principal articles of trade may be noticed :—

Iron.—The importation of iron had declined since 1858, but in 1863 was greater than in any preceding year, excepting 1857 and 1858. The total quantities of iron and coarse iron goods imported from Great Britain from 1856 to 1863 inclusive, was as follows :—

Articles.	Average of Seven Years, 1856-62 inclusive.	1862.	1863.
	Tons.	Tons.	Tons.
Iron, pig and old	31,318	21,009	39,588
,, bar..	3,715	1,038	984
,, wrought	1,706	1,378	1,971
Rails	3,485	66	88
Coarse Iron goods	2,426	2,427	3,839
Total	42,650	25,918	46,470

being an increase in 1863, on the average of the 7 preceding years, of 3,820 tons, or 8 95 per cent.

Cement.—The importation of Portland cement from England, decreased considerably after the establishment of the cement works mentioned in my Report for 1858. It is, therefore, very satisfactory to find that in spite of the competition of the Stettin Companies, the importation from England in 1863 amounted to 12,344 barrels (49,377 centals), being considerably more than in any year since 1857. The total quantities imported from England since 1856, were :—

1857	43,990 barrels	1861	4,562 barrels
1858	6,550 „	1862	3,928 „
1859	9,260 „	1863	12,344 „
1860	3,500 „		

Salt.—This was formerly one of the principal imports ; the importation of English salt at Stettin and Swinemunde being, previous to 1858, from 8,000 to 10,000 tons annually. After 1858 the importation decreased rapidly in consequence of the increased consumption of Stassfurth salt, as stated in my Reports for 1858 and 1859; and since 1861 salt has entirely ceased to be imported.

Zinc.—The exportation of this article is annually increasing, and last year was unusually great, as shown by the following statements :—

Quantity of zinc exported from 1856 to 1863, inclusive,—

	Tons.
Average of seven years, 1856-62 inclusive	11,829
1862	16,296
1863	22,060

being in 1863, an increase on the average of the seven preceding years, of 10,231 tons, or 84·49 per cent.

Spirits.—Owing to the abundant potatoe crops, the price of spirits (brandy distilled from potatoes) was unusually low, ranging from $4\frac{1}{4}$ to $4\frac{1}{2}$ groschens per Prussian quart (from 1*s.* $8\frac{1}{4}$*d.* to 1*s.* $11\frac{1}{2}$*d.* per gallon). At these low prices upwards of 1,200.000 gallons were exported to France and Italy, and the total quantity exported was considerably greater than in any former year.

Corn.—The trade, or rather speculation, in corn was liable to great fluctuations. At the opening of the navigation, the market price of the best yellow wheat was 45*s.* $7\frac{1}{2}$*d.* per quarter, the mercantile price for delivery on term) 47*s.* In consequence of the large stocks in England, the expected supplies from America and the raising of the discount by the Bank of England, prices fell 4*s.* a quarter. The failure of the crops in Hungary brought them up again ; bargains were made in September at 48*s.* 6*d.* per quarter, but the abundant harvest in France and England produced a rapid decline, and at the close of the year the mercantile price of wheat was 35*s.* 4*d.* per quarter. The quantity of corn exported was, as stated in the Table, 123,504 quarters less than in 1862.

Trade of Swinemunde.—Swinemunde has no export trade, and the imports are chiefly coals and iron from England.

IMPORTS IN 1862 AND 1863.

	1862.	1863.
From Great Britain—		
Coals .. .. Tons	122,194	104,913
Iron .. .. „	202	2
Divers .. .. „	56	10
Wine .. .. Gallons	486	360
Spirits .. .. „	589	100
Ale .. .. „	176	136
Oak blocks .. .. .. Pieces	379	327
From other Countries—		
Divers articles .. .. .. Tons	69½	10
Corn .. .. Quarters	1,207	..

Freights in 1863.—Freights from Stettin to ports on the East Coast of Great Britain, Grimsby, Hull, Sunderland, Leith, &c :—

	s.	d.		s.	d.
Wheat, per Quarter—					
In spring	2	0	to	3	6
During the summer	1	2	to	2	6
Fall of the year	2	3	to	5	0
Zinc, per ton	8	0	to	11	6
Timber, per load—Fir	10	0	to	15	0
„ „ Oak	12	6	to	20	0

Freight to London—

	s.	d.		s.	d.
Wheat per Quarter, fall of the year	4	0	to	5	0
Zinc, per ton	8	0	to	16	0
Timber, per load—Fir	13	0	to	18	0
„ „ Oak	20	0	to	22	0

Staves, per mille, 9*l.* to 11*l.*

The freight of coals from the English coal ports to Stettin, ranged from 8*l.* 15*s.* to 10*l.* 10*s.* per keel ; to Swinemunde, from 7*l.* 15*s.* to 9*l.* per keel.

Insurance.—There are four Marine Insurance Companies established at this port, and a number of agencies of foreign Companies. The amount of marine insurance effected at the Stettin Exchange since 1852 has been approximatively estimated as follows :—

	Dollars.
Average of five years, 1852-56, inclusive	20,040,244
„ „ 1857-61, „	48,618,103
1862	70,824,409
1863	57,748,447

Exchange.—The average rate of exchange for short-dated bills in London, in 1863, was :—

	Doll.	gr.		Doll.	gr.		Doll.	gr.		Doll.	gr.
January	6	22⅜	April	6	23	July	6	22⅜	October	6	21⅝
February	6	23⅜	May	6	22¼	August	6	22⅝	November	6	21⅞
March	6	23⅛	June	6	22¼	September	6	22⅜	December	6	22⅛

Average for the year, $6 22⅜ equal to 1*l.*

Equivalent of Prussian weights, measures, &c., that occur in this Report,—

1 cental (centner) ..	=	110·231172 lbs. avoirdupois
1 wispel of 24 scheffel ..	=	4·536 quarts
1 metze	=	0·378 peck
1 quart	=	1·00807 quart
1 dollar (30 groschen ..	=	3*s.*, or at the average rate of exchange in 1863, 2*s.* 11¼*d.*

III. Population and Industries.

The last Prussian census of December 3, 1861, gives the population of Pomerania at 1,389,739 (inclusive of 20,770 military); of Stettin at 64,431 (inclusive of 5,944 military). Including the manufacturing district in its immediate vicinity, the actual population of Stettin may be estimated at 90,000.

The principal industrial establishments at Stettin, are: 3 steam flour mills, 4 steam oil mills, 15 breweries and distilleries, most of them worked by steam; 2 sugar refineries, 2 iron works for the construction of steam-engines, locomotives, iron steam ships, &c.; 2 iron forges for anchors and chain cables, 3 manufacturies of Portland cement, 4 manufactories of chemical products, 3 manufactories of mineral water, and several minor establishments, employing altogether upwards of 5,000 workmen.

Having given a detailed account of most of these establishments in my former Reports, it may suffice to observe that the business carried on was much the same as in 1862, and seems, with a few exceptions, to have been very profitable.

IV. Public Works.

The Fere-Pomeranian Railway from Stettin to Stralsund has been completed, and was opened for public traffic in October last. Length of the line twenty German equal to ninety-two English miles, with a branch, eleven English miles, to Wolgust, and a junction line, thirty-seven English miles, from Pasewalk to Angermunde on the Berlin and Stettin Railway.

The projected railway from Stettin to Swinemunde, across the Lesser Haff, remains a mere project, and the endless discussions respecting the demolition of the fortifications of Stettin, the regulation of the Oder, &c., mentioned in my former Reports, have not yet led to any practical result.

Stettin, May 7, 1864.

RUSSIA.

ARCHANGEL.

Report by Mr. Consul Renny on the Trade of the District of Archangel for the Year 1863.

The trade of this port during the past year exhibits a great decline compared with former years. This decline, however, is merely temporary as it arises from a cause which was pointed out in my last report, viz., the failure of the grain and linseed crops in the districts which supply the port.

Shipping and Navigation—The decrease in the amount of shipping appears principally under foreign flags.

The average total of the British shipping cleared from the port in the five years ending 1862 was 200 vessels, 41,516 tons, against 187 vessels, 35,989 tons, in 1863; while the average total of all the shipping cleared during the same five years was 494 vessels, 92,734 tons, against 354 vessels, 68,870 tons, in 1863.

The subjoined Table shows the number and tonnage of vessels cleared from the port in the five years ending 1863, distinguishing the amount of British shipping and its share in the indirect carrying trade.

Years.	Total.		Total of British.		British in Indirect Trade.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1859	537	102,236	202	43,614	4	1,194
1860	444	86,989	191	40,618	10	2,129
1861	527	97,997	230	45,785	20	4,186
1862	546	102,023	217	45,084	4	1,085
1863	354	68,870	187	35,989	3	939

In the above Table I do not include the Russian coasters employed in the Trade with Norwegian Finmark. The number and tonnage of these since 1861, the first year in which they were approximately ascertained, I subjoin.

Years.	Number.	Tonnage.
1861	197	10,509
1862	162	8,406
1863	181	9,180

Of the coasting trade proper no reliable information can be procured, and it is of little importance. The vessels engaged in the trade with Norwegian Finmark almost all belong to small towns and villages on the White Sea, and after their return to Archangel from Norway in the autumn they take home with them supplies of flour for the winter. In this, and the import by fishermen of fish and train oil, consists the White Sea coasting trade.

Lighthouses.—There have been two lighthouses and one beacon-tower erected in the past year on the Terskoy, or west coast of the White Sea, of which I subjoin a description.

Name.	Place.	N. Lat.	E. Long.	No. of Light.	Character.	Miles seen in Clear Weather.	Colour or Peculiarity of Building.	Height, in Feet, above Mean Level of Sea.	Height, in Feet, of Building.	Character and Order of Illuminating Apparatus.	Remarks.
		° ′ ″	° ′ ″								
Sviatoi Nos (Sweetnose) Lighthouse	At the entrance from the Northern Ocean, on the higher or southern hill of Cape Sviatoi Nos, at $1\frac{2}{3}$ miles from the point of the Cape to the S.E. $29\frac{1}{2}$.	68 8 51	39 48 54	1	Fixed	19·8	Wooden, octagonal, yellow, with grey roof.	298	58	Catoptric System, with 18 Reflector Lamps.	White light, visible from S.E. 2° round by E.N.W. to S.W. 27
Sosnovskoy Cross Island) (Lighthouse.	In the middle of the Island of Sosnovitz.	66 29 13	40 23 27	1	Fixed	13·5	Light yellow, with grey roof.	139	76	Catoptric System, with 13 Reflector Lamps.	White light, visible round the whole horizon.
Sviatoi Nos Tower.	On Cape Sviatoi Nos, near its northern point.	68 9 50	39 47 40	no	light	12·2	Wooden, four-sided pyramid, with four-cornered addition to its top, each side of the pyramid painted with vertical stripes of white, black, and red.	113	51	..	..

The lighthouses, in common with others in the White Sea, are lighted from 1st (13th) August until the close of navigation.

Shipbuilding.—Only one vessel of 602 tons was launched in 1863.

Pilotage.—A change will probably be introduced this year in the charge for pilotage at this port. Hitherto all ships, whatever might be their size or whatever depth of water they might draw, were charged 21 roubles and 43 copecks each (about 66*s.* sterling) for pilotage inwards and outwards. This is now proposed to be altered to a charge, per foot of draught, of 1 rouble 20 copecks (3*s.* 9*d.* sterling) for inward, and the same for outward pilotage. The change will be an unquestionable improvement, as it is not calculated to augment the amount of pilotage paid in the aggregate.

Admeasurement of Ships.—On this head new regulations were introduced in the past year, applicable to all Russian ports, which have given general dissatisfaction at this port. Previously British vessels were not measured at all, the tonnage stated in their registers being accepted as correct; but under the new regulations all vessels have to be measured without exception, and, in general, British vessels suffer considerably, their tonnage, and, consequently, their tonnage dues, being increased by the Russian system. As the rules direct that the dimensions of length, breadth, and depth should be taken in one place only for each respectively, the system cannot be so correct as ours, and the difference in the admeasurement is principally shown in vessels of the so-called clipper-build. As an instance, one of these vessels of 140 tons register was increased to 200 tons.

The new regulations are to be in force for five years, but the complaints which have been made respecting them will, I hope, shorten the term.

Port Regulations.—Until the past year there were two guard ships here, one stationed inside the bar, the other in the harbour. The commander of the last was also harbour-master, and took cognizance of breaches of discipline on board ship, which, under the sanction of the Consuls, were punishable with confinement on board the guard ship. Both guard ships have now been removed, and the duties of the officers have been assigned to those of the Custom-house, the police taking cognizance of breaches of discipline among the seamen. The change, so far as regards the outer guard ship, is generally approved of, but not so as regards the inner, or harbour guard ship. The Custom-house officers have neither the knowledge nor the time requisite to fulfil the duties of harbour-master, and the action of the police in cases of breaches of discipline is in no way so satisfactory as was that of the guard ship officers. Unofficially this has been represented by me to the authorities here, and some alteration may again be made.

Freights.—The rates of freight were in general higher this year than in last, and in particular for deals, a great want of ships for deal cargoes having been experienced.

The highest and lowest freights paid to the East Coast of Great Britain were as follows:—

	Highest.		Lowest.		
	s.	*d.*	*s.*	*d.*	
For Linseed ..	5	9	4	6	per imperial quarter.
„ Oats ..	5	0	3	9	„
„ Flax ..	52	6	45	0	per ton.
„ Tar ..	6	0	5	0	per barrel.
„ Deals ..	120	0	85	0	per std. hundred.

Trade and Commerce — Exports.—The amount of the past year's trade is about 250,000*l* under the average of the previous five years, in which decrease the trade with Great Britain participates to the extent

of 161,500*l.* The short supplies of grain and linseed already alluded to is the cause of this decline, and it would have been still more considerable had the value of flax and flax tow not been so high.

The following Table exhibits the respective amounts of the export in the last five years.

	£
In 1859	1,297,879
1860	906,851
1861	1,157,345
1862	1,128,965
1863	796,898
Whereof to Great Britain—	
In 1859	1,007,796
1860	552,268
1861	738,682
1862	762,869
1863	556,173

These amounts represent the official values (which are based on the market value) with the addition of shipping charges, and are rendered into sterling at the average rate of exchange of each year.

The quantities of the principal articles of export shipped in each of same years, distinguishing the quantities shipped to Great Britain in 1863, were as follows :—

Articles.	In 1859.	In 1860.	In 1861.	In 1862.	In 1863.	To Great Britain in 1863.
Linseed .. qrs.	56,740	60,419	61,497	87,065	8,680	4,684
Oats .. .. „	238,558	207,078	255,849	197,413	89,249	88,920
Rye .. .. „	58,081	94,363	100,724	41,429	1,381	..
Wheat .. .. „	10,526	1,800	5,477	4,995	..	..
Barley .. .. „	..	1,115	4,914	6,225	..	..
Flax .. .. tons	8,168	3,588	4,951	4,305	4,134	3,341
Flax Tow .. „	8,063	3,218	4,907	4,114	4,452	3,275
Train Oil .. „	299	725	369	296	701	20
Tallow .. .. „	139	79	99	..	68	51
Rye Flour .. „	8,622	6,138	8,967	5,381	6,010	..
Tar .. .. brls.	83,177	73,105	103,009	115,394	126,773	120,905
Pitch .. .. „	4,799	9,146	7,169	6,958	11,571	4,424
Mats .. .. pieces	282,787	348,011	325,815	785,244	307,555	283,120
Deals .. std. hund.	8,085	7,903	7,043	13,398	10,958	8,710

The only articles which show an increase of any moment are train oil and tar, while the decrease under the heads of linseed and grain is very marked. The increase of train oil was owing to a successful seal fishery, that of tar to the efforts made to meet the augmented demand for this article abroad to replace the previous importation from America. Judging from the decline in the value of tar in foreign markets, the gap made by the discontinuance of American supplies must be nearly filled up by those from other quarters, but from this port there will now be a falling off, as the exertions to manufacture it have under the reduced prices, considerably relaxed. There being, however, a large quantity, say about 22,000 barrels, left here unshipped in 1863, the falling off in the export of 1864 may not be so very considerable.

The crops of linseed and grain in 1863 have been fair, and of the first a fair supply for export may be looked for in 1864; but of the last prices are still so high for home consumption that there is little prospect of any being brought forward for export.

The export of flax and flax-tow constitutes the total supplies from the

districts now supplying Archangel, and they were bought up at very high prices. As the crop was a fair one it would seem that the quantities shipped this year can seldom be exceeded.

The export of mats has fallen off as I anticipated, and probably will continue to decline. The raw material has become scarce, and the demand for the article is also diminishing.

Of deals, the quantity left here for want of ship-room is very large. Under more favourable circumstances the export would have been equal to that of 1862.

The result of the past year's export trade has not been profitable to exporters. The cause of this is found in the contracted amount of business and the very high prices paid for goods, further augmented by the material rise in the rates of exchange during the shipping season.

Imports.—The import trade during the past year has been considerably larger than usual, the amount showing an increase of 10,972*l.*, and, over the five years' average, of 15,844*l.*

The import of tea, as I anticipated, increases, and it may not yet have attained its maximum. It would appear that the first importations under the change of the tariff were of the higher sorts of tea, it being thought that the lower qualities would be too inferior to compete with Kiachta teas. This must have been found to be a mistake as last year's import consisted principally of the inferior sorts. This explains the discrepancy in the value of this year's compared with last year's import. In 1862 the quantity was 35,616 lbs. value 4,324*l.*; in 1863, 70,776 lbs., value 5,305*l.* The importation is all from England.

The great increase in the value of the imports is under the head of fish. The difference in the quantity, compared with 1862, only represents a value of about 300*l.*, but the difference in money is actually 10,552*l.* This enhancement of value arises from the high price of rye flour, against which the fish is bartered from the Norwegians.

The machinery imported this year was from England, and principally consisted of machinery for a flax-spinning mill erected near Oustinga.

Subjoined Table shows the amount of the import trade in the past five years distinguishing that with Great Britain.

Articles.	In 1859.	In 1860.	In 1861.	In 1862.	In 1863.
	£	£	£	£	£
Coals	1,248	255	822	705	198
Coffee	2,487	953	2,102	3,226	2,240
Tea	..	..	..	4,324	5,305
Sugar	2,514	4,125	2,333	..	2,243
Lead	872	12	284	747	903
Oil	2,256	3,299	3,125	3,385	3,449
Salt	2,268	1,280	1,677	3,949	3,100
Logwood	781	349	..	..	30
Wine	5,536	7,373	5,171	4,568	5,144
Champagne	245	1,079	157	112	460
Furs	8,033	5,731	6,372	7,230	5,374
Fish	34,754	36,478	31,257	31,376	41,928
Fruit	417	445	555	752	1,062
Machinery	226	862	983	4,037	6,098
Iron	..	..	1,461	..	..
Tin	..	..	1,549	..	..
Other Goods	6,134	5,468	3,332	5,097	2,946
Total .. £	67,771	67,709	61,180	69,508	80,480
From Great Britain ..	11,760	12,553	13,233	20,407	21,749

These amounts are taken from the Custom-house valuation, which is based on invoice cost, the currency being reduced into sterling at the average rate of exchange of each year.

Market Prices of Goods.—The average rates paid for the principal articles, free on board ship, were as follows:—

	£	s.	d.	
Linseed	2	15	8	per Imperial quarter.
Oats	0	15	0	"
Rye	1	14	4	"
Flax	49	12	3	per ton
Flax Tow	37	16	0	"
Train Oil	30	14	1	"
Tallow	38	2	8	"
Rye Flour	10	7	11	"
Tar	0	17	3	per barrel
Pitch	0	10	1	per cwt.
Mats	3	0	0	per 100
Deals	6	15	0	per standard hundred.

Trade Laws.—The new trade regulation referred to in my last report work satisfactorily, being found to be an improvement on the former system.

Tariff.—There have been no changes made which affect the trade of this port.

Rates of Exchange.—The rates of exchange are based on those of St. Petersburg, Archangel bills being all negotiated there. I therefore subjoin the monthly quotations during the past year of St. Petersburg on London for bills at three months date.

	Highest.	Lowest.		Highest.	Lowest.
January	$36\frac{3}{16}$	$35\frac{3}{16}$	July	$37\frac{3}{16}$	37
February	$36\frac{1}{8}$	$35\frac{15}{16}$	August	$37\frac{1}{16}$	$37\frac{1}{8}$
March	$36\frac{7}{16}$	36	September	38	$37\frac{7}{8}$
April	$36\frac{1}{4}$	$36\frac{1}{16}$	October	38	$37\frac{3}{4}$
May	$36\frac{15}{16}$	$35\frac{7}{16}$	November	$37\frac{3}{8}$	$33\frac{1}{2}$
June	$37\frac{1}{8}$	$36\frac{2}{3}$	December	$35\frac{3}{16}$	$34\frac{1}{4}$

These quotations are in pence per silver rouble.

The expense of negotiating the bills and of transmitting the money to Archangel is generally charged here separately, and not added to the exchange. The heavy decline seen in November was owing to the acknowledged failure of the efforts of the State Bank to sustain the exchanges artificially. The attempt and its failure naturally involved traders in material miscalculations.

Weights Measures and Moneys.—The English equivalents of weights and measures as used in trade, and according to which I draw up my returns are as follows:—

1 lb. Russ.	=	36 lbs. English.
1 pood, or 4 lbs. Russ.	=	9-10th of English lb.
63 poods	=	1 ton.
1 chetvert	=	7-10th of imperial quarter.
Or 100 chetvert	=	70 quarters.

For the reduction of Russian money into English in making up my returns this year I have calculated

1 rouble	=	36*d.*
Or $6\frac{2}{3}$ roubles	=	1 £ sterling.

Agriculture.—The crops in this district, though better than in the

previous year, were still poor, and not nearly sufficient for the subsistence of the growers. There is, consequently, a good deal of distress among them. In this district of Russia the laws relating to the occupation of land remain as yet as they were, but it is contemplated to place the occupiers here on the same footing as in other parts of Russia. The peasants in the Government of Archangel are not serfs, but hold their ground direct from the State, the quantity of land in the occupation of each family and the tax levied on it, being regulated by the number of the male members, according to the census which is taken every ten years. This system of continual re-distribution of the land it is proposed to change to a fixed or proprietary tenure, and there is little doubt but that under such a change agriculture here would make considerable progress, as the occupier would have the certainty of reaping the fruits of his extra labour and expenditure.

Population and Industries.—There is no change in the population to call for remark. In the vicinity of Archangel the manufacture of tar has been commenced, and with every prospect of success. This is a new industry for this locality as the supplies of this article have hitherto been all obtained from inland.

Public Works.—The telegraph was brought on to Archangel last autumn, and its employment exceeds the most sanguine expectations, which, however, it must be said, were not great. A single message to London, say one of twenty words, including address and signature, costs 6 roubles 83 copecks, or about 1*l.* sterling.

Port of Onega—Shipping and Navigation.—While the aggregate amount of shipping visiting this port has increased in the past year, British shipping shows a decrease. This only serves to prove, however, that British shipping was more profitably employed, for deals are not generally considered a paying cargo by British shipowners unless the freight be disproportionally high compared with that of other goods.

The subjoined Table exhibits the number and tonnage of vessels cleared during the past five years, distinguishing the amount of British.

Year.	Total		British.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1859	31	12,048	3	1,010
1860	31	11,221	3	706
1861	30	11,418	2	696
1862	30	12,691	6	2,987
1863	33	14,687	2	865

Exclusive of the above the number and tonnage of Russian coasters cleared from this port for Norwegian Finmark in the years 1861, 1862, and 1863 were as follows.

Years.	Vessels.	Tonnage.
1861	24	1,260
1862	23	963
1863	38	1,405

Trade and Commerce—Exports.—Deals continues to be the sole article of export. The Government saw mills have now been sold to the Onega Wood Company, and the trade is wholly in the hands of this, an English company.

The following Table shows the quantities and values of the shipments in the past five years, distinguishing the export to Great Britain.

Year.	Quantity.	Value.
	St. Hund.	£
1859	4,968	35,984
1860	5,222	36,009
1861	5,909	38,778
1862	5,783	34,705
1863	6,164	37,221

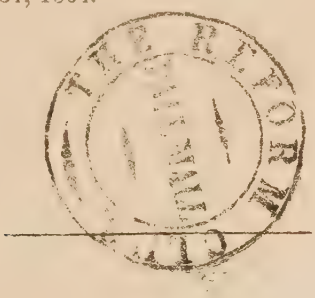
whereof to Great Britain—

Year.	Quantity.	Value.
	St. Hund.	£
1859	4,358	32,221
1860	4,026	31,661
1861	4,714	33,996
1862	4,821	30,915
1863	5,127	32,822

Imports.—After a lapse of three years there appears, again, a return of import at this port. As before, it consists of machinery and other articles required for the saw mills. Its amount in the past year was 5,420*l.*

Onega presents no other subject for report.

Archangel, March 31, 1864.



BERDIANSK.

Report by Mr. Consul Cumberbatch on the Trade of Berdiansk for the Year 1863.

Shipping and Navigation.—The trade of Berdiansk has very much decreased during the past year, owing to the demand for home consumption in this country, attributable to the very inferior crops during the last two years; the prices, consequently, have continued so high in comparison with the English market that it was impossible to ship corn without a probable loss of 4*s.* per quarter. The number of British vessels loaded in this port amounted only to six, which is the smallest number during many years past. Every other flag was equally deficient in the number of vessels loaded. Twenty-one British vessels arrived, and after remaining some days proceeded to Marianopol and Taganrog. The number of British vessels loaded were as follows, viz:—

No. of Vessels.	Tonnage.	Value of Cargoes.
6	1,601	£19,456

added to which foreign vessels—

No. of Vessels.	Tonnage.	Value of Cargoes.
150	31,621	£384,490

make a total of—

No. of Vessels.	Tonnage.	Value of Cargoes.
156	33,222	£403,946

There is a decrease. therefore, in comparison with the last year, 1862, in the number of vessels, of 51 vessels, and in the amount of tonnage, of 12,968 tons.

The navigation and trade for the last five years have been as follows, viz :—

	Vessels.	Tonnage.	Imports.	Exports.
			£	£
1859	388	86,253	35,113	714,997
1860	310	76,262	19,875	960,211
1861	293	73,988	23,512	845,333
1862	207	46,190	17,228	542,340
1863	156	33,222	32,105	403,946

There were about 29 arrivals of Russian steamers with part cargoes, amounting in value to 6421*l*, which sum is included in the above sum of 32,105*l*.

Rates of Freight during the Year 1863.

	s.	*d.*	
April	48	0	per Ton Tallow
May	50	0	,,
June	50	0	,,
July	47	6	,,
August	47	6	,,
September	52	6	,,
October	52	6	,,
November	52	6	,,

VESSELS ENTERED DURING 1863.

Nationality.	Vessels.	Tons.
British	27	7,671
Ionian	4	848
Greek	20	4,090
Italian	102	22,643
French	6	3,209
Hanoverian	1	135
Mecklenburgian	4	718
Turkish	10	441
Russian	9	1,854
Austrian	9	2,793
Total	202	44,402

The navigation ceased this year unusually early, but no vessels were detained in the ice.

There were no importations this year by British vessels.

During the past season the question of the pilotage for the Sea of Azoff was discussed, and at the request of the Government I gave my opinion upon the inefficiency of the service, as it is at present organised, and suggesting that masters of vessels who required pilots should be permitted to arrange with the pilots for the voyage, and not be compelled to pay for a pilot without obtaining one, even when requisite. Nothing has yet been finally determinated.

It is also contemplated levying a tonnage due, for conveying the ballast from all vessels entering the Azoff ports, but the amount has not yet been determined. The fine for an infringement of the regulations will also be greatly increased.

Imports.—The character and amount of foreign importations this year have been as follows, viz:—

Articles.		Quantity.	Value. £	s.	d.
Pepper	cwt.	146	574	1	7
Coffee	,,	1,347	7,709	6	1
Sugar (in loaves)	,,	30½	120	8	0
Ditto (fine)	,,	382½	1,323	9	0
Olive Oil	,,	1,042	4,331	0	0
Lemons and Oranges	No.	499,555	906	15	0
Nuts	cwt.	924	1,280	6	0
Carrubbee Beans	,,	5,773	3,730	5	0
Raisins, Sweetmeats, &c.	,,	380	1,543	0	3
Tobacco	,,	4	46	0	0
Rice	,,	586	216	0	0
Iron and Steel (implements)	,,	96	290	0	0
Earthenware	,,	6	17	0	0
Agricultural Machinery	,,	778	2,200	0	0
Sundries		..	7,817	9	5
	Total		£32,105	0	0

EXPORTS.

Nationality.	Wheat.	Linseed.	Barley.	Oats.
	Qrs.	Qrs.	Qrs.	Qrs.
British	1,937	1,685	..	..
Foreign	135,418	17,965	809	94
Total	137,355	19,650	809	94
	Rapeseed.	**Tallow.**	**Hides.**	**Wool.**
	Qrs.	Cwt.	Cwt.	Cwt.
British	5,701	..	..	..
Foreign	7,535	12,531	797	5,259
Total	13,236	12,531	797	5,259

Market Prices of Goods. Imports:—

		£	s.	d.
Pepper	per cwt.	3	0	0
Coffee	"	5	1	6
Sugar (in loaves)	"	3	19	4
Ditto (fine)	"	3	9	2
Olive Oil	"	4	3	0
Lemons and Oranges	per 1,000	1	13	0
Nuts	per cwt.	1	7	8
Carrubbee Beans	"	0	13	0
Dried Fruits, &c.	"	3	0	0
Tobacco	"	11	0	9
Rice	"	1	5	10

Average Market Prices of Grains, &c., during the Year 1863.

		rbls.	cop.		£	s.	d.
Wheat, soft	per tchetvert	8	0	per quarter	1	12	9
Wheat, hard	"	8	64	"	1	15	5
Rye	"	5	0	"	1	0	5
Barley	"	3	42	"	0	14	0
Oats	"	3	27	"	0	13	5
Linseed	"	12	35	"	2	10	7
Rapeseed	"	5	19	"	1	1	3
Tallow	per pood.	4	0	per cwt.	0	16	4
Wool (common)	"	4	0	"	0	16	4
Hides	"	4	50	"	0	18	5

The present stock of grain on hand, sold and unsold, amounts to about 73,334 quarters, which is very small in comparison with other years.

Monthly Rates of Exchange.

	rbls.	cop.		rbls.	cop.
January	6	75	July	6	40
February	6	75	August	6	42
March	6	66	September	6	31
April	6	58	October	6	34
May	6	45	November	6	85
June	6	42	December	6	80

Average rate of exchange, rbls. 6 55 cop. per pound sterling.

Great inconvenience has been experienced from the continued deficiency in the metallic currency.

English Equivalents of Weights, Measures, and Monies.

Weights.	40 funts	equal to	36 lbs.
	3 poods	"	1 cwt.
Long Measure.	1 arsheen	"	28 inches
	3 ditto, or 1 sasjeen	"	2⅓ yards
Liquid Measure.	1 quart	"	1 quart
	1 vedro	"	$\frac{7}{10}$ gallon.
Dry Measure.	1⅓ tchetverts	"	1 imp. quarter
	1⅜ mirkas	"	1 bushel
Moneys.	$6\frac{80}{100}$ roubles	"	£1 sterling
	1 rouble	"	3*s.*
	34 copecs	"	1*s.*
	$2\frac{3}{4}$ "	"	1*d.*

The corn crops were very inferior in all the districts, but the barley and oats crops were unusually abundant; the hay crop was also very small. Many of the villages have been obliged to purchase corn for the winter's consumption. Cattle of every description have been sold for the value of their hides only. A superior bullock realized about 7 rbls., or about 1*l.*, instead of 5*l.*, and it is greatly to be feared that a large portion will perish for want of fodder during this unusually severe winter.

The fishing trade has much decreased this year, the supply being about one-sixth of the usual quantity.

The salt lakes were very productive, realizing over 400,000 poods of salt, or about 133,000 cwt., giving a clear excise duty to the Government of 120,000 rbls., or 18,461*l.*

Public Works.—The Mole will be nearly finished by the spring; and although with superior engineering skill it would have been much more complete, yet it will always prove a secure refuge for vessels under 200 tons.

Berdiansk, December 31, 1863.

KERTCH.

Report by Mr. Consul Clipperton on the Trade of the Port of Kertch for the Year 1863.

According to the return of British and foreign shipping, it will be seen that 1,122 ships of all nations, amounting to 260,402 tons, have arrived in order to take pratique during the navigation season of 1863; whereas during the year 1862 there were 1,407 ships of all nations, and 351,203 tons.

Annexed is a Table showing the number of British and foreign vessels, with the respective tonnage, which have arrived at Kertch during the past four years :—

	1860.		1861.		1862.		1863.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
British.. ..	202	58,311	169	48,723	224	64,450	151	42,772
Foreign ..	1,276	298,091	1,210	298,739	1,183	286,753	971	217,630
Total ..	1,478	356,402	1,379	347,462	1,407	351,203	1,122	260,402

I believe the great falling off in the number of arrivals during the past year, in comparison with the preceding years, was owing to the unsettled state of the interior of Russia and Poland, and the general belief that a war was likely to break out; which idea still prevents many merchants of Kertch from entering into speculations.

The navigation to the Sea of Azoff commenced on the 18th of March, and terminated very early, the last vessel therefrom (a British barque) arriving in Kertch on the 17th November. It was also attended with less casualties and difficulties than can be remembered for some time past. The British vessels, with one exception, obtained their full cargoes, and were able to proceed to their destinations long before there was danger of being caught in the ice.

One English steamer, coming from Constantinople loaded with iron and machinery for Taganrog, went ashore on the Ak Bouroum Reef, owing to the four buoys placed thereon (for the last two years) not being marked on the ship's chart. She was hauled off, and sustained no damage, only loss of time.

Five British vessels have arrived direct from Great Britain with cargoes for Kertch, four of which were loaded with coals for the Russian Steam-boat Company's agency, the fifth being the steam-boat mentioned above.

The annexed Table will show the number of British and foreign vessels, with their tonnage, entered at the Custom-house of the port of Kertch during the past four years :—

	Entered.							
	1860.		1861.		1862.		1863.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
British.. ..	4	1,082	15	3,898	6	1,543	5	1,774
Foreign ..	181	42,037	131	25,045	93	14,781	96	13,781
Total ..	185	43,119	146	28,943	99	16,324	101	15,555
	Cleared.							
British.. ..	4	1,516	7	2,038	1	275	5	1,774
Foreign ..	129	34,230	90	16,780	60	9,577	80	12,106
Total ..	133	35,746	97	18,818	61	9,852	85	13,880

Exports and Imports.—The value of exports from Kertch during the past year amounts to 135,379 silver roubles, or 19,908*l.* 13*s.* 6*d.* 1,400 chetverts of wheat and 1,460 chetverts of linseed were exported to the United Kingdom.

The greater part of exported merchandize is to Turkey, the principal being 185½ tons of caviar, valued at 2,146*l.* sterling, and 118¼ tons of hides, valued at 2,650*l.* sterling. The remainder are but small items.

The value of importations amounts to 131,192 silver roubles, or 19,292*l.* 18*s.* 9*d.*

The Russian Steam-boat Company's agency received over 6,000 tons of coals, principally from Cardiff. This article was the only importation from Great Britain.

Oranges and lemons to the value of 2,485*l.* sterling were imported from Italy, and the remainder of importations, with a few exceptions from Austria and Greece, were from Turkey.

It is almost impossible to know the exact quantity and value of either exports or importations, as a merchant can make his declaration of cargo at the Custom-house under its value.

The following Table shows the Value of Exports and Imports from Kertch during the past four years.

	Exports.											
	1860.	1861.			1862.			1863.				
		£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*		
Great Britain.. ..		18,754	8	0	28,780	0	0	3,394	2	0		
Other Countries ..		73,085	6	3	17,906	0	0	16,514	11	6		
Total		91,839	14	3	46,686	0	0	19,908	13	6		
	Imports.											
Great Britain.. ..		22,539	11	0	5,876	3	6	8,168	7	0		
Other Countries ..		13,613	11	10	16,270	19	4	11,124	11	9		
Total		36,153	2	10	22,147	2	10	19,292	18	9		

The three principal objects of commerce which the district of Kertch supplies for Russia are fish, salt, and stone for building purposes.

During the past season 200,000 pieces, cut into the shape of large bricks, about 2 feet by 6 inches, were sent from here to different ports in the Azoff; likewise to the small detached forts now constructing on the northern coast of the Caucasus. The average price is 7 copecks a-piece.

Fisheries.—The herring fishery during the past season was very successful. About 4,000,000 were taken, sold from 10 to 15 roubles per 1,000 salted, and sent into the interior of Russia for the use of the inhabitants during Lent. 77 poods of "ballick," or dried back of the sturgeon and sterlet, salted and dried, 37,000 of the "cyprinus vimba," and 533,500 of the sandre, were caught, valued at 20,000 roubles. The manner of fishing is of the most simple character; in fact, nothing more than the river fishing system.

In consequence of the laws of boundary on the sea shore not being perfectly clear, quarrels and disputes are always occurring to decide the question. A project has been made to the Government, proposing that the proprietors of land on the sea shore should have the right of the water from 21 feet to 49 feet depth, according to the disposition of the shore. 2,250 roubles were received by the town of Kertch for granting licences to fishermen.

Salt.—The quantity of salt exported from Kertch during the past season amounted to 2,116,042 poods, or 33,588 tons, of which 1,825,442 poods went to different ports in the Azoff, 290,100 poods to Russian ports in the Black Sea, and 500 poods to Trebizond, the total value of which being 782,935 roubles 51 copecks. There still remain about 5,000,000 poods in depôt in the town and environs of Kertch.

Only 2,000,000 poods of salt were collected last year at the Lake of Tchocrack, owing to the want of capital. The average cost of collecting and transportation to Kertch was 7 copecks per pood, and on exportation from the Crimea 30 copecks per pood duty to be paid.

On the 17th of August, 1818, an Act was passed (Solonoi Ustave) by which the Imperial Government took the exclusive right of collecting the salt from the lakes, and working all the salt mines in the empire, so as to have a sufficient supply to be sold at a moderate price to the inhabitants. In 1859, private individuals were allowed to collect salt at the above lakes by payment of 1 copeck per pood as rent for depositing it on the shores, the Government working, at the same time, to keep the prices moderate.

For the season of 1862 the Government entirely withdrew, and allowed all persons to collect, on payment of one copeck per pood; and it was found to be much more advantageous. The average yearly consumption of salt in the Empire of Russia is 16,000,000 poods, and the revenue obtained, in 1862, was 8,344,964 roubles and 14 copecks; whereby it was remarked that by the former system there was a deficit of 1,340,000 roubles. It is now proposed to let all the salt works of the empire to contractors, by doing which a much larger revenue is expected to be obtained.

The exportation tax for Kertch during the year 1864 is already fixed at 30 copecks per pood. A credit of six months will be accorded on guarantee (jalogs).

Crude Earth Oil or Petroleum.—This oil is supposed to exist at different places within 20 miles of Kertch, also at Taman, on the opposite shore. Borings are now being made, but no proofs that it is in large quantities have as yet been obtained. Should such be the case there is no doubt that Kertch will benefit immensely from the number of ships that must necessarily arrive.

District of Kertch.—The district of Kertch comprises 15,594 dessé-

tinas, or about 52,000 square acres of land. It has supplied 1,400 chetverts of wheat, 2,500 vedros of wine, 40,000 poods of hay, valued at 10 copecks a pood, and fruits valued at 750 roubles.

Town.—The town of Kertch contains 119 Government buildings, 2,537 private houses, 9 churches, 3 synagogues, 1 mosque, and 1 theatre—having a population of—

Males	8,063
Females	6,866
Military Officers	136
Troops in Garrison	5,461
Women and Children	1,014
Pensioners	553
Soldiers en Congé	21
Foreigners	402
Total	22,516

and at the last conscription sent 31 recruits to the army.

Lighthouses.—There are three lighthouses in the district of Kertch, namely, a stone edifice at Yenikalé, indicating the entrance to the Sea of Azoff, at night showing a clear and distinct flash-light; an iron light-house in the town of Kertch, on the sea shore, showing the entrance to the bay clear of the Ak Bouroun Reef; and an iron lighthouse at the point of Ak Bouroun, under the Battery of Saint Paul. Although finished, its purport, or when it will be illuminated, has not as yet been officially given.

No mark has hitherto been placed on the dangerous rock off Cape Takli, although Her Majesty's Ambassador at St. Petersburg was informed, in a letter from the Imperial Minister, dated 24th March, 1863, that the Government recognised the "undisputed necessity" of a buoy, and that the Hydrographique Department had received orders to place a buoy there similar to the one at the entrance of the River Mersey, and that a floating signal would be shown in the meantime, during the summer of 1863, of which due notice would be given.

Public Constructions.—An entirely new building has been terminated, and was taken possession of in the month of August last for the Imperial Custom-house. The quay round the sea shore of the town, commenced in 1862, is expected to be finished about the autumn of 1864. The Imperial Government has given 30,000 roubles towards defraying the expenses of this construction.

Educational Institutions.—A gymnase was opened during the last autumn instead of a district school which formerly was established in Kertch, and an institution in which 141 girls are boarded, clothed, and educated.

Capital, Receipts, and Expenditure of the Town.—The capital belonging to the town of Kertch amounts to 51,417 roubles and 68½ copecks. The receipts during the year 1863 amounted to 51,002 roubles and 28 copecks, the greater part being for anchorage dues obtained from ships obliged by the Imperial Government to stop in order to take quarantine pratique, and to be inspected by the Custom-house authorities before proceeding to their destinations in the Sea of Azoff. If this amount were made use of for clearing the port or otherwise assisting the navigation, no complaints could be made, but it appears chiefly to be spent in paying subsidies to the numerous Government employés at Kertch.

There is a decrease of 2,015 roubles in the revenue of the town during 1863, the reason given being that fewer ships arrived; whereas in in 1862 the anchorage dues amounted to 12,730 roubles.

The expenditure amounted to 68,591 roubles 58½ copecks, and shows

an increase of 14,033 roubles and 85 copecks over the year 1863. This is owing to to the foundation of a bank, to which the town gave 15,000 roubles.

The following Table shows the highest and lowest prices of the different productions of Kertch during the year 1863.

Name.		Highest.		Lowest.	
		Rbls.	Cop.	Rbls.	Cop.
Wheat	per chetvert	9	50	8	50
Rye	„	7	0	6	0
Oats	„	6	0	4	0
Barley	„	6	25	4	50
Millet	„	6	0	3	50
Potatoes	per pood	1	20	0	80
Apples	„	2	0	1	60
Pears	„	2	50	0	80
Plums	„	0	80	0	80
Apricots	„	2	50	2	50
Grapes	„	3	0	1	0

There are 36 first guild merchants and 108 of the second guild. The business of the former is chiefly in salt, and as commission agents for the Azoff houses.

Fortifications.—The works at the battery of St. Paul were carried on last season with great rapidity. The stone embankment on the opposite side of the Straits to the battery has been lengthened, to do which 11,450 cubic sagenes of stone were thrown into the sea, the contractor's price being eighteen roubles a sagene.

As yet the navigation has not been impeded by this construction, the passage having become deeper, but it is greatly to be feared that a sand bar already formed further down the straits towards Cape Takli will gradually increase and most likely cause the necessity of lightening the vessels a second time.

Jenicale—Pilotage and Lightening of Vessels.—The pilots for the bar at Jenicale attended with more regularity during last season than they did in former years, according to the statements of British ship-masters, by whom no complaints were made.

This may be owing to Her Majesty's Government having permitted a consular agent to reside at Jenicale during the navigation season who was able, not only to see that each vessel was supplied with a proper pilot, but also to prevent, to a certain degree, the nefarious robberies of cargoes during the short time of their being put on board the lighters for the passage over the bar, and in assisting the interests of British ship-masters and owners.

Exchanges.—The exchange has averaged 6 roubles and 80 copecks the pound sterling, at which rate the returns have been calculated.

Kertch, February 19, 1864.

MARIANOPOL.

Report by Mr. Consul Cumberbatch on the Trade of Marianopol for the Year 1863.

The number of British vessels which loaded at this port during the year were twelve, ten of which took cargoes for Great Britain. The freights were very low this year, and very little demand for vessels, as the prices were too high to leave any prospect of a profit upon shipments.

The foreign vessels which loaded at this port were as follows, viz.:—

No. of Vessels.	Tonnage.	Value of Cargoes.
94	26,707	£273,192

added to which British vessels—

No. of Vessels.	Tonnage.	Value of Cargoes.
12	3,388	£48,046

make a total of—

No. of Vessels.	Tonnage.	Value of Cargoes.
106	30,095	£321,238

There is a decrease, therefore, in comparison with the year 1862 in the number of vessels, of 73, and in the amount of tonnage of 22,516 tons, with a decrease in the value of the cargoes of 191,101*l.*

The corn harvest was much below an average crop, and the quality very inferior.

The navigation and trade for the last five years have been as follows:

	Vessels.	Tonnage.	Value of Exports.
1859 ..	175 ..	51,137 ..	£427,286
1860 ..	170 ..	54,036 ..	612,138
1861 ..	215 ..	66,157 ..	752,241
1862 ..	179 ..	52,611 ..	512,339
1863 ..	106 ..	30,095 ..	321,238

The vessels entered during the year were as follows:—

Nationality.	Vessels.	Tons.
British	12 ..	3,388
Italian	49 ..	11,609
Prussian	1 ..	216
French	1 ..	184
Mecklenburgian	2 ..	427
Russian	20 ..	6,873
Austrian	16 ..	5,828
Greek	5 ..	1,500
Total..	106	30,095

The navigation closed this year in the beginning of November.

There are no importations at the port of Marianopol.

EXPORTS.

Nationality.	Wheat.	Linseed.	Rapeseed.	Barley.
	Qrs.	Qrs.	Qrs.	Qrs.
British	17,442	1,670	4,598	..
Foreign	103,004	15,612	14,669	23,274
Total ..	120,446	17,282	19,267	23,274

	Rye.	Wool.	Tallow.
	Qrs.		Cwt.
Foreign	2,414	..	557

Rates of freights and exchange the same as at Berdiansk.

Berdiansk, December 31, 1863.

ODESSA.

Report by Mr. Consul-General Murray on the Trade of Odessa for the Year 1863.

The difference in the value of the imports and the value of the cargoes imported during 1863 amounts to 15,248*l.*, and this difference arises from the fact that captains declare the value of the cargoes inwards at the Quarantine, and merchants declare the value when clearing their goods at the Custom-house; so that there are frequent discrepancies between the two statements.

Flour now pays export duty in proportion to quarters of wheat.

The Custom-house.—The complaints against the Custom-house by no means diminish. Not a vessel ever comes into this port but what is fined many times over upon frivolous pretexts. Indeed the difficulties wantonly thrown in the way of trade by the Custom-house and Quarantine, with the endless exactions and extortions systematically practised there, are so great that it is a wonder any commerce can survive under them.

The Wool Trade.—The wool trade throughout this Consular district is still in a very flourishing condition. The prices of the Don wools have not only been maintained, but the character of the wool itself has improved.

The Corn Trade.—During the early part of the year the corn trade at Odessa was very dull, but it improved towards the close of the autumn. It is probable that on completion of the railway to Kishinieff, now in progress, that the trade in grain here will not only become larger than ever, but that Southern Russia will be able to supply corn to England at prices which will defy all competition from other countries.

The number of sailing ships under British flag continue to diminish, as merchants can charter Greek and Italian vessels much cheaper. The number of steamers also augments, and their tonnage is larger than formerly.

The arrangements so long pending between the landowners and peasantry have generally been satisfactorily settled in this part of the country. The price of land has, however, fallen considerably, and there are a great many fine estates in the market without buyers.

Agricultural machinery continues to be largely imported from England.

The most remarkable feature of the past year has been the numerous British railway and other companies tendering for contracts in Russia, and the steady increase of the trade and relations between Russia and Great Britain, as well as the increase of good feeling generally observable on the part of Russians towards the English established here.

In conclusion, the prospects of Odessa look brighter than they have done for some years past. Owing to the railways already commenced, and the new university, this city is likely to rise rapidly in size, importance, and commercial prosperity. Not only must it remain for many years to come the principal port of export for the rich produce of Poland and Southern Russia, as well as the chief port of import for railway plant and agricultural steam machinery, but it is also the only Russian city by the sea-side having an agreeable climate; so that when the facilities of travelling become greater, it will no doubt be the resort of many Russian families from the interior desirous of enjoying sea-bathing and the society of a large town in daily communication by land and sea with Europe and Asia.

Odessa, February 24, 1864.

RIGA.

Report by Mr. Consul Grignon on the Trade of Riga for the Year 1862.

The Entries and Clearances of British vessels during the year have been as follows:

Steamers	10
Sailing vessels	354
Tonnage	70,432
Crews	3,013

Of 364 British vessels arriving at the port of Riga during the past year, there were laden with—

General Cargoes	19
Coals	63
Salt	32
Miscellaneous and mixed	19
In Ballast	231

The same number of vessels left the port of Riga, carrying—

Flax and Hemp	136
Timber, Sleepers, and Wood	158
Oats	15
Barley	1
Linseed	29
Miscellaneous and mixed	23
Cotton	1
In Ballast	1

The total amount of British and foreign trade at this port during the year 1862, in vessels of all nations, will be seen in the following Table:

Nations.	Entries.		Clearances.	
	Vessels.	Tons.	Vessels.	Tons.
British	364	70,432	364	70,432
Russian	251	48,300	271	52,100
Swedish and Norwegian	226	26,050	226	26,050
Hanoverian	212	23,800	212	23,800
Dutch	165	21,450	165	21,450
Prussian	144	29,400	144	29,400
Mecklenburg	111	18,900	111	18,900
Danish	105	10,100	105	10,100
French	62	13,650	62	13,650
Oldenburg	61	7,230	61	7,230
Lubeck	54	9,200	54	9,200
Bremen	4	1,340	4	1,340
Belgian	3	350	3	350
Portuguese	1	200	1	200
Hamburg	1	100	1	100
Total	1,764	280,502	1,784	284,302

The number of British vessels arrived at Riga during the year 1862 shows an increase of 34, or about 10 per cent., as compared with the preceding year, and with an increase of tonnage amounting to about 5,000 tons.

The number of vessels of all other nations arrived at this port during the same period shows a diminution of 140 vessels and 10,313 tons.

The trade of Riga during the year 1862 shows an increase when compared with that of the preceding year. Though the effects of the

American war were still severely felt throughout the year, the general trade of the country had, in some measure, readjusted itself. A much larger export might have been looked for had not the unsettled condition of the internal affairs of the country in a great measure paralysed the speculation of merchants. It is to be feared that this state of things will last for some time to come.

The total value of exports from Riga in 1862 amounted to 3,886,110*l.*, showing an increase of 357,310*l.* as compared with 1861. The total value of the export trade to Great Britain during the year 1862 amounted to 1,964,438*l.*, showing an increase of 661,836*l.* when compared with the year 1861.

The principal articles of export during the past year, with their value in British sterling, are as follows:

	£		£
Flax	1,622,250	Oats	48,040
Flax-tows	29,955	Crushing Linseed ..	166,020
Hemp	913,950	Sowing Linseed ..	500,850
Hemp-tows	16,635	Hemp-seed	26,200
Wheat	2,250	Tobacco	5,030
Rye	113,250	Wood..	238,790
Barley	93,750	Miscellaneous ..	109,170

The countries to which these shipments were made are as follows

	£
Great Britain	1,964,438
France	418,118
Belgium	377,205
Holland	496,710
Denmark	99,500
Sweden and Norway	248,775
Spain and Portugal	41,760
Hanse Towns	109,764
Other Countries	129,750

The total import trade of Riga during the year 1862 shows a diminution as compared with that of 1861. The total value of goods imported in 1862 amounted to 824,326*l.* against 901,270*l.* in 1861, showing a difference of 76,944*l.* The value of the import trade from Great Britain amounted to 222,160*l.*, showing a decrease of 144,780*l.* compared with the preceding year.

The principal articles of import during the year 1862, with their value in British sterling, were as follows:

	£		£
Coffee	46,342	Indigo and other Colours	11,769
Cotton, raw	42,972	Dyewood	5,491
„ thirds	9,728	Salt	153,070
„ woollen yarns..	14,478	Sugar	105
Fruits	14,072	Tobacco	34,040
Herrings	149,998	Wines and Spirits ..	107,871
Oil	13,057	Miscellaneous	221,333

The countries from which these goods were imported are as follows:

	£
Great Britain	222,160
France	97,114
Belgium	8,010
Holland	13,950
Spain and Portugal	98,780
Denmark	873
Sweden and Norway	143,029
Hanse Towns	138,560
Other Countries	101,850

The number of barks arrived from the interior in 1862 was 327, laden with—

Hemp	tons	17,460
Hemp-yarn	„	570
Crushing Linseed	qrs.	44,730
Hemp-seed	„	13,490
Hemp oil	tons	566
Tobacco	„	4,000
Wheat	qrs.	2,160
Rye	„	50,410
Barley	„	1,080
Oats	„	30,800

The annexed Table, Nos. 1, 2, 3, will show the quantity of flax, hemp, and seeds exported from Riga in 1862 :

No. 1.—Statement of the Exportation of Flax from Riga in 1862.

Countries.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Decrease.	Increase.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain	12,832	6,551	2,380	21,763	..	2,311
France	2,342	1,002	354	3,698	608	..
Belgium	1,389	268	..	1,657	..	171
Prussia	627	30	..	657	..	263
Holland	375	80	45	500	..	273
Sweden and Norway ..	240	155	58	453	..	41
Denmark	380	46	..	426	..	75
Portugal	23	143	..	166	189	..
Lubeck	40	53	40	133	..	4
Bremen	4	..	..	4	..	1
Total	18,252	8,328	2,877	29,457	797	3,139

No. 2.—Statement of the Exportation of Hemp from Riga in 1862.

Countries.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Decrease.	Increase.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain	5,575	1,345	1,929	8,850	220	..
Sweden and Norway ..	1,530	974	658	3,162	..	345
France	1,401	350	653	2,404	..	184
Holland	833	280	940	2,053	403	..
Lubeck	205	112	633	950	118	..
Denmark	203	132	551	886	63	..
Belgium	475	200	202	877	..	435
Prussia	252	62	200	514	272	..
America	343	..	..	343	..	60
Portugal	31	66	90	187	247	..
Bremen	..	..	48	48	87	..
Hamburg	..	..	20	20	..	20
Total	10,849	3,521	5,924	20,294	1,410	1,044

No. 3.—Statement of the Exportation of Seeds from Riga in 1862.

Countries.	Crushing Linseed.	Sowing Linseed.	Hemp-seed.
	Imp. Qrs.	Barrels.	Imp. Qrs.
Great Britain	30,640	91,395	7,184
Holland	18,839	5,000	7,872
Denmark	2,925	3,104	124
Sweden and Norway	927	1,166	110
France	409	30,865	1,003
Belgium	109	41,464	..
Prussia	101	6,972	..
Lubeck	..	11,480	..
Hanover	..	2,220	..
Total	53,950	193,666	16,293

The quantity of tobacco exported from Riga in 1862 will be seen in the following Table No. 4:

No. 4.—Statement of the Exportation of Tobacco from Riga in 1862.

Countries.	Quantities.	Decrease.	Increase.
	Tons.	Tons.	Tons.
Denmark	111	141	..
Lubeck	110	..	13
Prussia	24	10	..
Great Britain	2	..	1
Belgium	..	399	..
Italy	..	90	..
Total	247	640	14

Corn.—The export of corn from Riga in 1862 fell considerably short of that of the preceding year. The value of the wheat exported amounted to 2,250*l.*, as against 30,798*l.* in 1861; of rye, 113,250*l.*, as against 255,935*l.*; of barley, 93,750*l.*, as against 193,375*l.*; of oats, 48,040*l.*, as against 82,990*l.*

A smaller demand from abroad, and partial failure of the crops in the interior of Russia, will account for this difference. The average prices at this port during the year 1862, were as follows:

	s.	d.	
Wheat	48	9	per imperial quarter.
Rye	32	2	„
Barley	25	3	„
Oats	17	4	„

The total qnantity of corn exported from Riga dnring the past year, will be seen in the following Table:

No. 5.—Statement of the Exportation of Corn and Grain from Riga in 1862.

Countries.	Wheat.	Rye.	Barley.	Oats.
	Qrs.	Qrs.	Qrs.	Qrs.
Great Britain	922	6,017	..	60,129
Holland	..	38,670	53,374	..
Denmark	..	1,750	..	..
Sweden and Norway ..	..	9,302	2,768	49
Total	922	55,739	56,142	60,178
Total in 1861 ..	14,126	123,324	105,760	103,360

No. 6—Statement of the Exportation of Wood from Riga in 1862.

Countries.	Masts.	Spars.	Bowsprits.	Small round Timber.	Timber.	Planks and Deals.	Wainscot logs.	Pipe staves.
Great Britain pieces	7	64	11	1,663	41,285	445,822	7,672	25,502
Holland .. „	25	204	31	765	31,252	127,790	..	7,255
Belgium .. „	..	90	..	..	38,372	70,462	30	9,936
France.. .. „	..	21	2	835	15,972	81,630	..	38,305
Spain .. .. „	..	..	..	..	2,081	1,806	..	14,881
Portugal .. „	..	3	..	..	..	3,283	..	144,461
Sweden & Norway „	..	..	..	..	656	314,223	..	..
Lubeck .. „	..	..	..	..	..	..	..	1,520
Denmark .. „	..	..	..	..	..	..	..	300
Italy .. .. „	..	..	..	..	..	5,384	..	..
Total .. „	32	382	44	3,263	129,618	1,050,400	7,702	242,160
Total in 1861 „	88	374	97	3,012	129,632	787,088	10,453	266,238

The export of wood from Riga in 1862 will be seen in the foregoing Table, No. 6.

The importation of salt into the port of Riga during the year 1862, has been as follows: 26,231 tons, against 27,932 tons in 1861.

Railways.—The Riga and Dunaburg Railway has been in operation during the past year, and has fully answered the expectations of its promoters. A concession for an extension of this line to Witepsk, to be completed within three years, has been obtained from the Russian Government. The effect of this extension will be to give a partial access to the grain-growing country of the interior; and a still further extension which is meditated, may result in placing Riga in the position of one of the largest grain exporting ports in Northern Europe.

The following is a Statement of British and Foreign Trade at the outports attached to this Consular District during the year 1862:

Arensburg.

Entered.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
Dutch	5	666	30	2,270
Danish	2	270	11	1,438
Russian	2	296	13	907
Total ..	9	1,232	54	4,615

Cleared.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
Dutch	5	666	30	7,515
Danish	2	270	11	..
Russian	2	296	13	1,630
Total ..	9	1,232	54	9,145

Windau.

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	20	2,612	140	3,530
Russian	27	4,210	189	86
Danish	28	1,816	155	232
Swedish and Norwegian ..	28	1,584	141	5,783
Mecklenburg	58	9,966	408	..
Dutch	39	5,806	230	19
Prussian	25	4,164	178	180
Hanoverian..	22	1,448	133	..
Oldenburg	4	390	21	..
Lubeck	1	170	7	..
Bremen	1	56	6	..
Hamburg	2	242	13	..
Total ..	255	32,464	1,621	9,830

CLEARED.

Nations.	Vessles.	Tons.	Crews.	Value of Cargoes.
				£
British	20	2,612	140	1,311
Russian	24	4,060	172	2,390
Danish	28	1,816	153	30,029
Swedish and Norwegian ..	26	1,524	135	1,861
Mecklenburg	58	9,966	408	554
Dutch	38	5,736	230	2,283
Russian	25	4,164	178	1,356
Hanoverian..	22	1,448	133	10,401
Oldenburg	4	390	21	527
Lubeck	1	170	7	57
Bremen	1	56	6	57
Hamburg	2	242	13	24
Total ..	249	32,184	1,596	50,850

Libau.

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	3	427	18	76
Russian	111	18,615	902	20,000
Danish	29	3,455	172	876
Dutch	28	4,210	172	2,053
Prussian	17	1,655	87	2,738
Hanoverian..	5	570	26	75
French	1	160	7	..
Hanseatic	2	302	14	1,080
Mecklenburg	5	1,110	45	..
Norwegian	29	3,437	180	12,807
Swedish	2	257	11	60
Total ..	232	34,198	1,634	39,765

CLEARED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	4	582	25	3,374
Russian	102	15,907	747	82,895
Danish	29	3,455	172	27,267
Dutch	28	4,210	172	35,834
Prussian	19	1,805	97	13,063
Hanoverian..	5	570	26	6,040
French	1	160	7	1,261
Hanseatic	2	302	14	1,090
Mecklenburg	5	1,110	45	1,783
Norwegian	28	3,357	174	22,265
Swedish	2	257	11	..
Total ..	225	31,715	1,490	194,872

The average rate of exchange during the past year has been 34$\frac{3}{4}$*d.* to the silver rouble.

Riga, August 1, 1863.

RIGA.

Report by Mr. Consul Grignon on Trade and Navigation within the Consular District of Riga for the year 1863.

The entries and clearances of British vessels during the year have been as follows :—

Entries.

Steamers.	Sailing Vessels.	Tonnage.	Crews.
15	348	74,345	3,111

Clearances.

Steamers.	Sailing Vessels.	Tonnage.	Crews.
15	348	74,345	3,111

Of the 363 British vessels which arrived at the port of Riga in the year 1863 there were laden with :—

General cargoes	24	Railway iron	6
Coals	32	Miscellaneous cargoes ..	9
Salt	39	In ballast	253

The same number left the port, carrying :—

General cargoes	10	Linseed	25
Flax and hemp	140	Miscellaneous	5
Timber, sleepers, and wood.	157	In ballast	1
Oats	25		

The total amount of British and Foreign trade at this port during the year 1863, has been as follows :—

Nations.	Entries.		Clearances.	
	Vessels.	Tons.	Vessels.	Tons.
British	363	74,345	363	74,345
Russian	248	46,750	266	50,200
Hanoverian	228	27,120	228	27,120
Norwegian and Swedish	198	23,400	198	23,400
Dutch	165	22,570	165	22,570
Mecklenburg	128	22,850	128	22,850
Prussian	115	22,180	115	22,180
Danish	105	10,600	105	10,600
Oldenburg	88	11,180	88	11,180
French	52	13,000	52	13,000
Lubeck	46	7,220	46	7,220
Belgian	4	1,100	4	1,100
Bremen	2	670	2	670
Portuguese	2	400	2	400
Total	1,744	283,385	1,762	286,785

The gross number of British vessels arrived at Riga during the year 1863 shows a diminution of one vessel only as compared with the preceding year, but an increase in tonnage of 4,913 tons, and in crews of 98 men.

The number of vessels of all other nations entered at this port during the same period shows a diminution of 20 vessels, with a tonnage increase amounting to 2,883 tons.

The total amount of export trade at Riga during 1863, shows a diminution when compared with the preceding year, the figures being respectively 3,348,550*l.* in 1863, against 3,886,110*l.* sterling in 1862.

The total value of the export trade to Great Britain during the year 1863, amounted to 1,812,705*l.*, against 1,964,438*l.* in 1862, showing a decrease of 151,733*l.* sterling.

The disturbed state of the Polish provinces and the uncertainty which prevailed in the operations of those who managed the monetary affairs of the country will sufficiently account for the difference, as merchants were generally inclined to restrict their operations as much as possible in the face of eventualities which they could neither foresee nor control.

The principal articles of export during the past year with their value in British sterling, were as follows :—

	£		£
Flax	1,382,325	Oats	64,545
Flax tows	5,160	Crushing linseed ..	122,105
Hemp	576,630	Sowing linseed ..	296,970
Hemp tows	5,655	Tobacco	22,365
Hemp seed	10,950	Wood..	277,120
Rye	22,110	Miscellaneous . ..	478,990
Barley	83,625		

The countries to which shipments of these articles were made, and the value of the merchandise shipped to them are as follows :—

	£		£
Great Britain ..	1,812,705	Sweden and Norway ..	233,610
France	215,970	Spain and Portugal ..	118,162
Belgium	196,175	Hans Towns	146,462
Holland	394,650	Other countries ..	129,690
Denmark	101,126		

The total import trade of Riga during the year 1863 shows a small increase as compared with that of 1862, the respective amounts being 824,326*l.* in 1862, and 853,432*l.* in 1863, or a difference of 29,106*l.* in favour of the latter year.

The value of the import trade from Great Britain amounted to 293,250*l.* in 1863, showing an increase of 71,090*l.* as compared with 1862.

The principal articles of import during the year 1863 with their value in British sterling, were as follows.

	£		£
Coffee	44,175	Indigo and other colours.	10,500
Cotton	56,250	Dyewood	5,070
„ threads and yarns	12,000	Salt	186,900
Woollen, do. do.	24,472	Sugar	375
Fruits	17,220	Tobacco	20,700
Herrings	150,270	Wines and Spirits ..	97,650
Oil	6,900	Miscellaneous	220,950

The countries from which these articles were imported are as follows :—

	£		£
Great Britain	293,250	Denmark	600
France	88,342	Sweden and Norway ..	146,700
Belgium	10,350	Hans Towns	115,710
Holland	16,455	Other countries ..	90,675
Spain and Portugal ..	91,350		

The number of barks arrived from the interior in 1863 was 253, against 327 in 1862.

The diminution in the number of barks is owing to the much larger amount of country produce which now finds its way to Riga by railway from Dunaburg, and this diminution will become still more marked when the line of railway now in progress from Dunaburg to the interior shall have been completed.

The barks above-mentioned brought:—

Hemp	Tons	11,862		Sunflower oil ..	Tons		5
Hemp tows	,,	494		Linseed	Quarters		70,342
Flax	,,	284		Hemp seed ..	,,		9,391
Flax tows	,,	143		Oats	,,		49,716
Ropes	,,	3		Rye	,,		3,955
Tallow	,,	115		Barley	,,		344
Tobacco	,,	3,925		Wheat flour ..	,,		186
Feathers	,,	42		Wheat	,,		123
Honey	,,	60		Mats	Pieces		384,050
Hemp oil	,,	416					

The annexed tables will show the quantity of flax, hemp, and seeds exported from Riga during the year 1863:—

STATEMENT of the Exportation of Flax from Riga, in 1863:—

Countries.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Less than in 1862.	More than in 1862.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain ..	11,770	6,912	5,177	23,859	..	2,096
Belgium	2,258	267	205	2,730	..	1,073
France	1,582	983	52	2,617	1,081	..
Spain and Portugal	357	730	..	1,087	..	921
Prussia	569	107	1	677	..	20
Sweden and Norway	200	110	137	447	6	..
Denmark	400	33	1½	434½	..	8½
Holland	230	114	..	344	156	..
Lubeck	6	2	..	8	125	..
Bremen	2	..	..	2	2	..
Total	17,374	9,258	5,573½	32,205½	1,370	4,118½

STATEMENT of the Exportation of Hemp from Riga in 1863:—

Countries.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Less than in 1862.	More than in 1864.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Britain ..	5,141	1,624	1,715	8,480	370	..
Sweden and Norway	1,418	980	536	2,934	228	..
Holland	373	200	650	1,223	830	..
Denmark	190	125	678	993	..	107
Lubeck	140	75	585	800	150	..
Prussia	324	180	274	778	..	264
Spain and Portugal	206	154	330	690	..	443
Bremen	55	20	480	555	..	507
France	14	1	140	155	2,249	..
Belgium	10	5	1	16	861	..
Total	7,871	3,364	5,389	16,624	4,688	1,321

STATEMENT of the Exportation of Seeds from Riga in 1863 :—

Counties.	Crushing Linseed.	Sowing Linseed.	Hempseed.
	Quarters.	Barrels.	Quarters.
Great Britain	55,466	87,568	4,302
Holland	12,167	49,090	1,844
Denmark	1,592	1,812	203
Sweden and Norway ..	1,837	2,899	143
France	442	29,993	..
Belgium	690	26,969	2,880
Prussia	50	11,390	..
Lubeck	..	3,880	..
Bremen	..	305	..
Spain	2	..	..
Total	72,246	213,906	9,372

The quantity of tobacco exported from Riga in 1863 will be found in the annexed table :—

STATEMENT of the Exportation of Tobacco from Riga in 1863.

Countries.	Quantities.	Less than in 1862.	More than 1862.
	Tons.	Tons.	Tons.
Hamburg	348	..	348
Lubeck	292	..	182
Denmark..	172	..	61
Prussia	30	..	6
Sweden and Norway ..	2	..	2
Great Britain	0½	1½	..
Total	844½	1½	599

Corn.—Of *wheat* no exportation took place

For *rye* the prices paid during the year varied from 73 to 104 silver rubles per last; the average price at this port during the year was 27*s.* per imperial quarter.

Barley varied in price from 70 to 88 silver rubles per last. The average price during the year was 22*s.* 2*d.* per imperial quarter.

The price of *oats* varied from 50 to 65 silver rubles per last. The average price during the year was 13*s.* 1*d.* per imperial quarter.

The total quantity of corn exported from Riga during the year 1863, with the countries to which it was shipped will be seen in the following table :—

STATEMENT of the Exportation of Corn and Grain from Riga in 1863.

Countries.	Wheat.	Rye.	Barley.	Oats.
	Quarters.	Quarters.	Quarters.	Quarters.
Great Britain	..	..	..	108,890
Holland	..	15,953	79,068	..
Denmark..	..	160	..	..
Sweden and Norway ..	..	1,330	1,204	76
Total	..	17,443	80,272	108,966
Total in 1862 ..	922	55,739	56,142	60,178

STATEMENT of the Exportation of Wood from Riga in 1863 :—

Countries.	Masts.	Spars.	Bowsprits.	Small Round Timber.	Square Timber.	Planks and Deals.	Wainscot logs.	Pipe-staves.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Great Britain ...	6	164	15	1,618	43,346	311,323	7,588	18,868
Holland	24	256	85	1,083	58,711	192,377	...	22,235
Belgium	...	64	3	...	25,488	79,436	14	9,376
France	...	16	8	76	3,654	75,703	...	30,833
Spain	...	...	...	...	46	5,040	...	...
Portugal	1	39	16	104	132	2,888	8	216,904
Lubeck	...	...	...	...	...	...	...	1,800
Bremen	...	...	...	...	1,720	518,777	...	...
Denmark	...	...	...	...	6	1,457	...	...
Prussia	...	...	...	...	...	113	...	...
Total	31	539	127	2,881	133,103	1,187,114	7,610	299,862
,, in 1862 ...	32	382	44	3,263	129,618	1,050,400	7,702	242,160

The export of wood from Riga in 1863, will be seen in the foregoing Table.

Salt.—The importation of salt into Riga during the year 1863 has exceeded that of the preceding year by 9,879 tons, the respective amounts being 26,231 tons in 1862, and 35,000 tons in 1863.

Freights.—During the early part of the season freights were moderate, the demand for ships being small, but towards the latter part of the autumn, buyers abroad became more pressing for delivery, and this combined with the scarcity of shipping caused a considerable rise, varying on flax to Great Britain from 2*l.* to 5*l.* sterling per ton.

Exchange.—The fluctuations in the course of foreign exchanges during the year, were most marked. Until late in the autumn the system pursued by the government at St. Petersburg of holding up the exchanges by drawing at a loss sufficed to keep them at a rate which, if not adverse, left little or no profit to drawers, towards the end of the autumn this system was suddenly changed and foreign exchanges were allowed to find their own level. The immediate consequence was a marked and sudden fall in the rate of sterling exchange which operated most disadvantageously to those having payments to make in Great Britain.

Railways.—The Riga Dunaburg Railway is now in full operation and its extension from Dunaburg to Witepsk is proceeding at a satisfactory rate. A still further prolongation from Witepsk to Orel, and thence to Moscow is under survey. The commercial results to be expected from the completion of these railway and of their extensions can scarcely be calculated at the present moment, but to give them their full development a more liberal commercial policy, both as regards exports and imports, as well a less vexatious custom-house system, must be inaugurated.

The following is a statement of British and foreign trade at the out-ports of Windau and Arensburg during the year 1863 :—

Windau.

Entered.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	36	8,905	340	185
Russian	30	6,500	275	363
Danish	29	3,227	129	283
Swedish and Norwegian	25	2,470	103	4,205
Mecklenburg	74	17,350	694	235
Dutch	24	3,862	145	..
Prussian	28	6,727	269	..
Hanoverian	20	2,517	112	95
Finish	8	1,550	42	2,195
Oldenburg	4	400	21	..
Total	278	53,508	2,130	16,561

Cleared.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	36	8,905	340	12,919
Russian	38	7,927	318	11,797
Danish	29	3,227	129	6,506
Swedish and Norwegian	25	2,470	103	7,061
Mecklenburg	74	17,350	694	27,726
Dutch	24	3,862	145	13,251
Prussian	28	6,727	269	8,595
Hanoverian	20	2,517	112	7,135
Finish	8	1,550	42	1,428
Oldenburg	4	400	21	558
Total	286	54,935	2,203	96,976

Arensburg.

Entered.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	1	195	9	777
Dutch	12	1,786	71	1,224
Hanoverian	2	262	13	33
Danish	2	179	11	821
Total	17	2,412	104	2,855

Cleared.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	1	195	9	Ballast
Dutch	12	1,786	71	17,227
Hanoverian	2	262	13	3,040
Danish	2	179	11	603
Total	17	2,412	104	20,870

The average rate of exchange during the past year has been 36*d.* to the silver rouble.

Riga, June 16, 1864.

SOUKHOUM KALE.

Report by Mr. Consul Dickson on the Trade of Soukhoum Kalé for the Year 1863.

Shipping.—The following Tables exhibit the number of British and foreign ships entered and cleared at this port during the year 1863, exclusive of those employed in the coasting trade :—

ENTERED.

Nationality.	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.
				£
British	1	323	13	900
Russian	93	20,270	1,326	18,195
Ottoman	82	2,399	482	4,939
Total	176	22,992	1,821	24,034

CLEARED.

Nationality.	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.
				£
British..	1	323	13	..
Russian	65	14,101	952	5,068
Ottoman	39	1,561	246	4,657
Total	105	15,985	1,211	9,725

The British ship above specified was the "Orilla," No. 21,072, with Newcastle coal for the Russian Company. The latter no longer keeping any coal here (Batoom having been made the depôt for the Caucasian line of steamers), the cargo was delivered over to the Imperial naval authorities, and after having been detained a month discharging the same, the "Orilla" left in ballast for Poti, to take in a cargo of Indian corn for England.

Coasting Trade.—The ships engaged in the coasting trade were—

Nationality.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Russian	191	8,050	1,384	169	11,866	1,431

As stated in a previous Report the coasting trade has been restricted to boats sailing under Russian colours only, the usual annual Imperial ukase extending the privileges to Turkish boats of not more than 18 tons burden not having been renewed since last year.

Lighthouse.—The works on the lighthouse, of which mention has been made in my last Report, are rapidly being completed. The tower, which has been made in England, is of cast-iron, and has a height of 102 feet.

A similar lighthouse is in course of erection at Poti.

Imports.—The imports consisted, as usual, of flour, sugar, salt, tobacco, tea, spirits of wine, calicoes, dry salteries, &c.

Exports.—The exports were boxwood, Indian corn, firewood, honey, beeswax, bullock hides, walnuts, marten skins, &c.

The following Table exhibits the total value of these imports and exports with reference to the countries whence the former have come, and to which the latter have been sent, whether directly or indirectly:—

Country.	Imported from.		Exported to.	
	Roubles =	£.	Roubles. =	£
Russia	289,500	44,560	27,400	4,428
Great Britain	20,700	3,186	25,000	3,848
Turkey	11,600	1,786	25,000	3,848
France and other countries.	14,200	2,185	..	..
Total	336,000 =	51,717	77,400 =	12,124

The exports to Great Britain consisted of 820 tons of boxwood, valued at 4,000*l.*, and shipped in Turkish bottoms to Constantinople.

The Shipping Returns above quoted are derived from official sources, the imports and exports from the declaration of exporters, and calculated according to average market prices.

Operation of Tariff.—The tariff in operation continues to press most heavily on the legitimate trade of this country, and, so long as it lasts, must necessarily baffle all attempts at colonization and the development of the resources of the locality. The dearness of what in Russia Proper would be deemed luxuries but are here necessaries of life, owing to the unhealthiness and variableness of this climate, is a source of universal complaint, particularly among the military and Government employés in general who, it may be truly said, form the bulk of the town population.

During a visit here last summer of the Grand Duke Michael, the local merchants presented a petition to His Imperial Highness representing this grievance, and humbly praying that the tariff might be modified, if not altogether abrogated, in view of the means hitherto employed for suppressing contraband not having met with success. No answer has been returned to the above petition.

Custom Guards.—In order further to uphold this protective system, posts of custom guards have been established along the whole line of this coast, and will be extended upwards as the still independent Circassian tribes gradually become reduced or exterminated. Moreover a body of some 800 Militia has lately been raised, consisting of young nobles of Mingrelia, Imeritia, and Gouria, with pay and certain allowances. It is intended that these shall act as coast-guards in the Trans-Caucasian provinces, and being all mounted, shall perform the same duties hitherto allotted to the Don Cossacks, whose term of service has since expired.

Rate of Exchange.—The average rate of exchange during the whole year may be reckoned at 6½ roubles per pound sterling, at which a few bills on England have been negotiated.

Agriculture.—The prices of Indian corn fluctuated from 50 to 80 copecks per Turkish kilometre, or from 12*s.* 6*d.* to 20*s.* per imperial quarter. During the latter part of summer the prices of this grain rose considerably, owing partly to the failure of the crop and partly to the improvidence of the natives, who usually do not grow more than they absolutely require at the time for their own immediate wants, regardless of any future unforeseen contingency.

Coals.—The cargo of coals conveyed by the British vessel, like other shiploads of anthracite from the Don, being all taken on account of Government, this article has not been inserted in the return of imports. The number of vessels thus employed has been twelve, and the total value of their cargoes may be estimated at 1,600*l.*

Public Works.—I have no roads, railroads, canals, bridges, telegraphs, to report upon, for none may be said to exist. The works on the military road from Soukhoum Kalé to Kutais, undertaken soon after the late war, and to which I have adverted in previous Reports, are far from progressing. Another military road leading to Piatigorsk, over Maroukh (one of the highest Caucasian peaks, said to be 10,000 feet above the sea level), has been traced out under the personal supervision of the present Provincial Governor-General, and commenced last summer from Dzebelda Fort. It has since been suddenly abandoned, and all the labour expended upon this work is by this time succumbing to the mountain torrents and melting snows, and other devastating influences.

Rayah Workmen.—Of late years a number of natives of Asia Minor, mostly Greeks, find remunerative employment in different parts of the Caucasus as masons and carpenters. Their wages average one and a-half rouble (4*s.* 6*d.*) per diem. About 400 of these Rayahs came over during the year to Soukhoum Kalé, Poti, and Kutais, from Trebizond.

Railway Sleepers.—The Gudava American Company have recently bought another large forest in the neighbourhood of Redout Kalé, with a view to the manufacture of more railway sleepers for transmission to Marseilles. In thus extending their operations the company bring in an annual sum of some 20,000 roubles (3,000*l.*) to the country, by the purchase of trees alone, and give daily employment to upwards of one thousand natives. Seeing the heavy duties levied on foreign articles, the director contemplates petitioning for the admission, duty free, of such objects as may be necessary for the company's own consumption, an exemption reckoned of urgent importance to the furtherance of this enterprise.

Steam-Saw.—A steam-saw, by Messrs. Varrall, Elwell, and Poulot, produced in the late London Exhibition, has been set up at Poti by Count de Rozmordue, a French gentleman, for many years resident in this country. It is of 10-horse power, with 400 feet of tramway. Some 200 planks may thereby be sawn off in one day, of 28 inches in diameter. A French engineer from one of the firm's shops in France, is employed in working this saw.

Public School.—I may add that a Government school has been opened, in which native boys may be also boarded and lodged on payment of a small sum annually. It is on the same principle as other elementary schools extensively established in other parts of the Caucasus. The Russian language and Orthodox faith are taught, besides the rudiments of arithmetic, geography, &c. About eight Abkhasians have hitherto attended at irregular intervals; but the institution has proved a great boon to the numerous poor Russian residents, whose children are thus enabled to receive daily instruction at a trifling outlay.

Soukhoum Kalé, February 29, 1864.

TAGANROG.

Report by Mr. Consul Carruthers on the Trade of Taganrog for the Year 1863.

The emancipation of serfdom, destined to effect so important an influence, both on the social and on the commercial relations of Russia, is of too recent a date to have hitherto produced any material alteration on the settled habits of the people, or the usual course of trade. Landowners begin, however, to feel the absence of that aid heretofore derived from their peasantry, and complain, that with the high cost of labour and the present depressed prices of grain, their land will not pay the expense of cultivation, without taking into consideration even any interest on the invested capital. There may be a good deal of truth in these allegations. But the more provident and wealthy proprietors can, to a considerable extent, find compensation for the absence of manual labour by the employment of agricultural machinery and implements. The system of farming now in practice likewise is open to vast improvement, and the wages of free labourers must soon settle down to their proper level. Improvident and smaller landowners stand little chance of bettering their position. They will ultimately be obliged either to sell or to mortgage their estates, and neither one nor the other of those alternatives is likely to save them from ruin; this class, therefore, will probably, in the course of a few years disappear, until another generation, with other habits and inured to industry, shall spring up to replace them.

It has been assumed that owing to the causes above referred to, a large breadth of land will be thrown out of cultivation. This is scarcely probable, and in any case will not be of long continuance. If landowners cannot utilize their estates, the peasantry will lease the land of them; and in the absence of a decrease in the population, there are no sufficient grounds for supposing that any considerable diminution in the cultivation of grain and seed will even temporarily take place. The lapse of some years will undoubtedly bring forth a large increase of agricultural productions in this country as activity and emulation become more prevalent.

Thrown on their own resources the lower classes will feel the necessity, even should they not at once see the expediency, of greater exertions. In some few instances, on the better organised estates, the community of peasants have already not only paid up, or compromised with proprietors for their allotments of land, so as to have become *bonâ fide* owners of the soil, but have likewise come forward to assist their more indigent members with grain for seed and with cattle, thereby enabling them to improve their condition. Should such laudable examples become more general, the social standing of the serf population would speedily take a wide development. A measure recently introduced by the Crown for permitting the free sale of spirituous liquors (although based on sound principles) is not unlikely, for a time, to have a demoralising effect, and promote vicious propensities. Heretofore the sale of spirits was a monopoly enjoyed by brandy farmers, who paid largely for the privilege. Now an excise is levied at the distilleries, and any person can open a shop for retail sale on taking out a license. The cost of spirituous liquors has thus become much reduced, whilst the Crown revenue is largely benefited. A higher excise duty and certain restrictions in the issue of permits for retailers would, in some degree, have restrained the habits of intoxication that predominate, more

especially in cities and towns, and which have become a serious public evil not easily eradicated after having once taken root.

Trade and Commerce.—Under the influence of two preceding indifferent harvests, viz., those of 1861 and 1862, a diminution of the export trade during the last twelve months was to be foreseen, and the subsequent Tables show a considerable falling off in the shipment of produce for 1863 compared with recent annual exportations.

Had the commerce of the Black and Azoff Seas not proved otherwise disadvantageous than in a temporary decrease, that evil alone would have proved merely a casual drawback to mercantile classes; but when it be borne in mind that nearly every shipment made left a heavy loss to those interested, in the proportion of from 5*s.* to 10*s.* per quarter for wheat, the circumstance is of much graver import.

It is a matter of notoriety, that since 1857, prices of Russian produce, more especially grain and seed, have ruled proportionately above the level of foreign markets, and although rates in this quarter more recently may have evinced a downward tendency, still little or no margin remained for profits. European corn markets in 1862 were paralyzed by the unprecedently large supplies that flowed in from America, and notwithstanding these were on a more moderate scale last year, yet the quantity that came forward, combined with a prospective abundant harvest, were sufficient to cause a collapse of prices in all consuming countries.

Inland purchases of soft wheat were made during the last winter months on the basis of 45*s.* per quarter delivered in England, and rates were maintained here at or above that level throughout the summer months; whereas the British markets declined to 40*s.* per quarter in the earlier part of the season, and dropped to as low as 34*s.* towards last autumn. Several of the Russian holders, under the conviction that prices abroad must rally, consigned a large portion of their stocks, rather than realise here, at comparatively much better terms, and it was not before the near approach of winter that prices fell here to from 5½ rbls. to 6 rbls. 38 cop. per chetwert, or the equivalent of 37*s.* to 38*s.* per quarter in England.

For delivery in June and July next, purchases have been made in the Voronege and Saratoff Governments, at the parity of 5 rbls. to 5½ rbls. per chetwert, delivered at Rostoff, or from 25*s.* 6*d.* to 27*s.* 6*d.* per quarter, free on board here, at which there are no longer sellers, nor any prospects of further business being practicable. The last crops rendered well in quantity, but the quality varies greatly in different localities.

Hard wheat is shipped principally for Italy, and last year left heavy losses to exporters. In the spring and summer months, prices ruled from 8 to 10 rbls. per chetwert, or 41*s.* to 50*s.* per quarter free on board here; towards the autumn rates receded, and finally dropped to from 5¼ to 8 rbls., say 28*s.* 6*d.* to 40*s.* 6*d.*, per quarter free on board, which are the existing quotations. The last crops were abundant, yielding grain of the superior weight and colour.

The stocks of soft and hard wheat in granary at this place and Rostoff do not exceed 200,000 quarters; at all the other Azoff ports they are computed at about 150,000 quarters, which do not seem likely to be much increased during the winter months, most of the corn grown within a circuit of 100 miles having already found its way to market. Supplies in the more remote districts are, however, large, so that during next spring and summer months, the Azoff ports are likely to be well provided,

more especially should an active foreign demand encourage holders to pay liberally for the transport. During the past season prices, free on board, in this market averaged as follows :—

		Soft.		Hard.	
		s.	*d.*	*s.*	*d.*
1st Quarter	per quarter	33	6	41	4
2nd Quarter	„	36	10	44	0
3rd Quarter	„	32	6	39	10
4th Quarter	„	30	6	33	9

Last year's exportation at this port was—1,049,156 quarters, against 1,058,963 quarters in 1862.

Linseed was sparingly supplied throughout last year, the crops of 1862 having turned out very deficient. From January until May, 11½ rbls. to 12 rbls. per chetwert were freely paid, say 50*s.* to 52*s.* per quarter. In June and July, the parity of from 54*s.* to 55*s.* per quarter were given, rates subsequently receded to the equivalent of 46*s.* to 47*s.* per quarter free on board, at which the market was cleared. Nothing worthy of note remains in store at any of the Azoff Ports; but as the last crops rendered well, supplies are likely to be plentiful next season. Contracts for June delivery have been made at the proportion of 41*s.* to 42*s.* per quarter, free on board, with three-fourths the value paid in advance.

The linseed shipped hence of late years has been copiously adulterated with rape and other oleaginous seeds, to the extent say 20 to 25 per cent. The crushers, mainly in fault for the abuse thus practised, have recently come to an understanding with the principal London importers for adopting the Marseille scale, which admits an admixture of no more than 4 per cent of extraneous seeds. It will be difficult to bring over the dealers here to a wholesome standard after having sanctioned for a considerable length of time a vicious system.

Rapeseed is not considered worth the trouble of cultivation in these parts, but is collected as it grows wild on the Steppes, and from the siftings of grain; it is consequently much inferior to that grown in the East Indies, in Holland, and in Belgium. If properly brought under culture, the quality would be greatly improved, and might then become an important item of exports. Having been hitherto principally used for the adulteration of linseed, it does not appear to have increased as an article of the export trade; prices oscillated during the past season between 4 rbls. and 6 rbls. per chetwert, or 21*s.* to 28*s.* per quarter, free on board.

Rye was supplied on a very limited scale, and the exportation small, owing to the high prices that prevailed, equal to about 23*s.* per quarter, free on board. The last crops were scanty, and local requirements being great, not only as an article of food, but likewise for the distilleries, it will scarcely become of much interest to the foreign trade during the ensuing season.

Barley was of but very secondary interest in the past year, the quantity brought forward for sale being small, and prices comparatively high, ranging from 15*s.* to 20*s.* per quarter, free on board. The result of the last crops was favourable, both as regarded quantity and quality, notwithstanding which, but little has appeared here for sale since the harvest.

Purchases might be made for spring delivery, at the free on board cost of from 13*s.* to 14*s.* per quarter.

Wools.—In merinoes and the finer classes little activity was manifested for exportation. Scoured parcels sold at prices corresponding with 20*d.* to 22*d.* per lb. on board. For Donskoy, competition was great, and everything procurable bought up for shipment at the parity of from 9*d.* to 9¾*d.* per lb. for clean washed, free on board. Indications are already apparent of an unabated demand for the coming clip, and previous prices are likely to be fully supported, unless hostilities in the American States should terminate.

Tallow.—The trade in this produce remains languid and unremunerative, both to the producers and shippers, with the exception of some parcels taken for Turkey, the entire stock remaining over from last year was bought up for England, at the equivalent of 38*l.* 10*s.* per ton, free on board, at which rate a smarting loss must have resulted to the buyers. No purchases of new tallows have so far been made, nor are holders disposed at present to accept reasonable proposals.

Butter and caviar are the other principal articles of exportation at this port, but being exclusively in demand for Turkey and the Levant, are without interest to the British trade. The principal items of exportation hence during the preceding five years figure in the following Table:—

Merchandise.	1859.	1860.	1861.	1862.	1863.
Wheat .. .. quartrs	1,002,187	928,614	1,061,705	1,058,963	1,049,157
Rye .. .. „	4,005	11,454	18,209	121,761	29,651
Barley .. .. „	51,606	29,516	19,198	115,161	10,199
Oats .. .. „	75,718	540	..	..	..
Linseed .. .. „	288,126	265,830	156,880	269,044	190,658
Rapeseed .. „	778	13,873	23,884	18,334	17,725
Wool .. .. lbs.	4,875,012	5,553,540	4,473,972	9,577,548	7,163,496
Tallow .. .. cwt.	84,858	34,331	44,826	58,962	66,368
Butter .. .. „	29,254	16,641	18,183	11,822	19,639
Caviar .. .. „	2,279	9,765	10,609	13,526	29,271
Hides .. .. „	2,305	3,734	1,568	..	437
Flour .. .. sacks	13,371	31,658	2,838	3,435	6,600
Maccaroni & Biscuits „	843	852	817	1,854	2,250
Salted Beef .. cwt.	8,149	25,402	10,495	1,761	..
Iron .. .. „	12,557	9,935	2,989	15,333	12,857
Total Value £	2,772,980	2,776,230	2,712,820	3,443,520	2,952,720

The trade of this place in imports during the past year presents but little more latitude for congratulation than that of exports. Onerous duties, an illiberal tariff, and complicated Custom-house formalities deter some of the leading firms from embarrassing themselves with importations, which are at present almost exclusively in the hands of Greek merchants. With the exception of dried fruits,* wine, and oil, few articles worthy of note are brought to this port. Colonials make very slow progress, and manufactures seem destined to all but total exclusion. Tea has now, however, become of rising interest, and agricultural machinery and

* It is worthy of remark that, within the last two or three years, a considerable quantity of dried fruits have been received in this country from Persia, by way of the Caspian Sea and the Volga, communications by steamers being now frequent, regular, and well organised on those waters. The fruits of Persia, although of inferior quality, are less costly than those of Turkey, and consequently of increasing consumption, to the detriment of the Turkey trade.

implements are commanding much attention, but until the surrounding districts become more densely populated, or the means of communication with the interior are rendered less difficult, a greatly extended import trade here can scarcely be looked for. But a more liberal and simplified tariff, with less burthensome Custom-house routine, would go far towards the advancement of the general trade and prosperity of Southern Russia. With these few observations, and referring to the following Tables, the subject of imports may for the present be dismissed:—

Merchandise.	1859.	1860.	1861.	1862.	1863.
Fruits, dried .. .. cwt.	107,790	91,927	103,478	125,937	112,618
Oil .. .. „	23,033	30,095	31,819	39,395	28,321
Wine in casks .. .. galls.	203,286	420,075	360,450	146,132	421,344
„ in bottles .. bottles	150	10,389	18.911	37,071	30,813
Olives .. .. .. cwt.	2,833	2,905	2,982	5,132	4,138
Coffee .. .. .. „	1,145	2,450	4,916	1,190	2,799
Sugar .. .. .. „	716	710	70	1,120	6,474
Pepper .. .. .. „	..	567	932	347	882
Tea .. .. lbs.	..	..	..	192,600	135,540
Rice.. .. .. .. cwt.	..	2,940	1,084	2,122	2,182
Incense .. .. .. „	..	500	529	381	427
Sweetmeats .. .. .. „	3,704	2,830	4,148	4,004	1,755
Coals .. .. .. tons	1,357	978	787	..	893
Scythes .. .. pieces	..	100,500	25,000	30,000	106,500
Machinery & Implements .. value	£45,300	67,100	10,060	25,000	65,000
Total Value .. .. £	401,900	475,430	451,630	532,810	665,220

The conventional weights and measures in usage at this place are as follows:—

100 Chetverts	Hard Wheat ..	equal to ..	70	quarters
100 „	Soft Wheat ..	„ ..	72	„
100 „	Rye	„ ..	77	„
100 „	Barley	„ ..	88	„
100 „	Oats	„ ..	73	„
100 „	Linseed	„ ..	83	„
100 „	Rapeseed ..	„ ..	78	„

1 pood = 36 lbs.
63 poods = 1 ton.
37 vedros = 100 gallons.
1 arsheen = 28 inches.

Shipping and Navigation.—Consequent on a diminution in the export trade, a notable decrease in the amount of tonnage took place at this port last year. Arrivals from abroad were well timed, and the supply of shipping equal to the demand. In freights no considerable fluctuations occurred; the highest rates noted for the United Kingdom were 8*s.* 10*d.* per quarter of wheat, the lowest 7*s.* 4*d.* for wheat per quarter.

As already mentioned in a previous Report, a large portion of foreign shipping now participates in the carrying trade between this place and Great Britain; but English ships are generally preferred at an equal rate of freight. North country vessels, such as Swedish, Norwegian, Mecklenburg, &c., are in good repute; and Italian (say Sardinian) ships much appreciated for grain cargoes. It is a pleasing duty to state that British shipmasters are rising in mercantile estimation here. A more steady, sober, and obliging class of men are superseding those formerly in command

of vessels that visited this place. Now Consular intervention, in disputes between masters and seamen, has become of rare necessity—making good the adage, that an efficient captain commands an orderly crew. Italian shipping, it will be observed, has now taken the head here in numerical distinction, although Neapolitan, Sicilian, and Roman vessels continue in disfavour. Within the last few years, Greek shipping has shown symptoms of decline, but will now gain an accession by union with the Ionian Islands. French, Dutch, and other flags do not increase, as shown by the following statement:—

Nationality.	1859.		1860.		1861.		1862.		1863.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	192	52,091	171	49,644	143	41,630	204	59,001	138	39,378
Ionian	114	23,817	84	17,020	59	13,424	66	13,568	68	15,605
Russian	42	12,563	43	6,287	51	12,130	76	15,043	69	13,886
Italian	174	44,057	173	43,152	188	49,546	232	63,887	246	66,607
Greek	304	66,681	275	63,015	221	53,093	213	58,021	193	47,659
Austrian	56	17,590	55	17,644	33	11,080	59	24,004	32	10,205
Turkish	77	8,260	60	3,176	50	3,594	55	3,364	44	2,100
Swedish and Norwegian ..	47	13,025	35	7,192	40	12,264	47	14,563	20	6,520
Mecklenburg	31	5,737	10	1,133	36	7,848	26	6,229	34	7,294
Walachian and Moldavian ..	22	4,265	17	4,070	10	1,722	2	500	2	379
Servian	14	3,623	4	903	5	1,266	3	930	..	..
Samiott	11	1,599	8	1,568	6	1,192	3	376	4	619
French	15	3,009	34	6,887	10	2,015	21	4,030	18	3,687
Prussian	25	8,689	8	2,591	8	2,777	22	9,846	12	3,477
Danish	17	2,540	5	881	3	515	2	450	1	131
Dutch	4	784	1	174	1	98	1	77	..	..
Belgian	1	453	1	537	..	..	2	802	1	567
Sundries	5	607	..	..	2	617	8	2,429	2	474
Total	1,151	269,390	984	225,874	866	214,811	1,042	277,120	884	218,588

Coasting Vessels.—This class of shipping is likely to be superseded to a considerable extent by barges, now frequently employed for loading purposes and bringing produce down the Don for transhipment in this roadstead, as they carry a larger volume of goods, draw less water, and are more easily towed by steamers, latterly brought into use for that purpose. The largest-sized coasters are occasionally engaged for the conveyance of provisions, coal, and munitions from Rostoff and this place to Kertch, the military stations on the Abasian coast and other Russian ports of the Black Sea. There is little coasting-trade, properly so-called, between the various Black Sea and Azoff ports.

Exchanges.—Russian value has been supported during the greater portion of the year, by the St. Petersburg Imperial Bank having come on the Exchange in a commercial capacity for the sale and purchase of bills on foreign countries. But the system, having probably been carried on at a heavy sacrifice to the Government, was suddenly discontinued in November last; which circumstance, together with the suspended issue of specie, caused a drop in the foreign exchanges of from 8 to 10 per cent. in one day. The above-mentioned scheme would appear to have acted as a blind to one of greater importance to the Imperial Treasury. In 1862, gold and silver currency stood at a premium of from 12 to 15 per cent. above that of paper, when the Bank proposed to receive and issue specie in exchange for notes, at the then current market-rate, the premium on specie to be reduced monthly until par should be attained, which, it was assumed, would be the case in the month of February 1864. Those who had accumulated gold and silver coin were consequently induced to pay the same into the Bank in order to secure the advantage of the existing premium, under the expectation of being able to again procure specie against paper when at par. So successfully was the measure carried out, that in September last, the Minister of Finance made known his ability to establish the equilibrium of the currencies in anticipation of the term proposed, the national finances and the foreign exchanges being then in a satisfactory position. Almost simultaneously with this declaration the issue of specie was stopped; and, in November, the commercial community at St. Petersburg was astounded to find that the Government banking operations were likewise suspended. The drop in foreign exchanges above referred to was almost instantaneous. What the ultimate effect will be on the paper currency is not difficult to surmise. In every case, the metallic currency having found its way into the coffers of the Bank, is not likely to be soon again released for circulation.

During the past year the average monthly course of exchange for bills on London, at usance, was—

	Rbls.	Cop.		Rbls.	Cop.
January	6	70	July	6	35
February	6	65	August	6	35
March	6	60	September	6	27½
April	6	60	October	6	25
May	6	50	November	6	55
June	6	37½	December	6	80

Banking Establishments.—A branch of the St. Petersburg Bank was established, in 1862, at Rostoff, and last summer some of the members were deputed thence to conduct banking business at Taganrog by way of trial; but the stringent regulations to which affairs were subjected proved unsuited to this place, and the office has been closed. Whether or not another essay may be made this year with more enlarged powers remains uncertain. Hitherto merchants here have been dependent entirely on St. Petersburg and Odessa for their supplies of funds.

Harbours.—This sea remains entirely devoid of shelter or protection for shipping. Vessels arriving here anchor in the open roadstead. After twenty years' agitation, the Imperial sanction was given last year for the renovation of a mole at this place (constructed in the time of Peter the Great, and, through neglect, suffered to become useless), and contracts were made for carrying out the project; but, owing to some cause not very apparent, nothing has yet been accomplished. The work, as planned, will not prove of material benefit to foreign vessels, but would enable coasting craft to lie up in safety during the winter, and might likewise be availed of for repairing damages occasioned to shipping, at present altogether impracticable.

Lighthouses.—One is placed at the mouth of the Straits of Yani-Kale, leading from the Azoff, another off Berdiansk, and a third at Beloi-Seraisk, on the northern side of the said Sea. None have been erected on the southern coast. Two light-ships are anchored during the shipping season at the most dangerous passages between this place and Mariapol, and, moreover, the principal shoals are buoyed. On the withdrawal of the light-ships last autumn a steamer was anchored in mid-channel, to indicate the passage,—a great improvement on the system heretofore practised of removing the lights, &c., at the near approach of winter, and leaving the shipping without any guidance at the more advanced and most perilous portion of the year.

Public Works.—The Volga-Don Steamboat Company, after three years' labour, has, to a certain degree carried out the contract for deepening the Kalantcha branch at the mouth of the Don; but the passage is made so narrow, and the windings so acute, as to be passable for steamers only. The general trade, taxed to the extent of 1 rbl. 8 cop. per cent. on the value, will derive little or no benefit therefrom.

A railway has been completed from the coal-pits on the Don Cossack territory to Tcherkask, in distance about 40 miles, and the line is now carried through that place to Aksay, a Cossack station on the right banks of the Don. This undertaking, by easing the transport, will diminish the cost, and promote consumption of that valuable combustible, anthracite, now growing into general use.

Some attention has latterly been given to repairing the roads through this place and Rostoff; but, beyond the precincts of these towns, no attempts are made towards forming public roads or highways.

Agriculture.—The substitution of free for serf-labour in Russia, when in full action, will call forth the energies of labouring classes, and oblige the landowners to resort to an improved method of cultivation; but, as the population of Southern Russia is computed at not more than one individual per acre of productive land, it is improbable that the employment of manure or other appliances for the speedy recovery of an exhausted soil, will be soon brought into practice. The necessity of providing mechanical power for the larger estates is, however, fully acknowledged, and thrashing-machines driven by steam have become of common use in this vicinity. A variety of implements have likewise been introduced for carrying out more speedily, and with better effect, the ordinary works of husbandry. Among the most approved and effective is a deep furrowing plough, made by Messrs. Ransome and Sims, of Ipswich, which has earned a certain celebrity, being admirably adapted to the country, sought for by all classes, and considered almost a necessity for successful farming. Reaping and mowing-machines, although apparently very applicable to the steppe lands, have not been hitherto found efficient, owing either to defective management or some imperfection in their construction. The system of steam-ploughing has not been yet introduced.

Population and Industry.—With reference to population, the information obtainable here is extremely vague and circumscribed; that of the Ekaterinoslaff Government is computed, in round numbers, at 1,000,000, about equally divided between the two sexes. It would appear that the annual births, on an average of five years, are 5 per cent. of the entire population, and the average deaths 3 per cent. The greatest mortality by far is of infants from one to five years of age; after which term the annual number of deaths does not seem to vary very materially, and is pretty equally divided between males and females. A Commission now sitting here is occupied in organising statistical data, but their labours hitherto have been of a very desultory and inconclusive character.

Industry is principally limited to agricultural vocations. The Crown has a large iron-foundry at Lugan that gives employment to about 4,500 persons, and there is another similar extensive private establishment at Rostoff, both of which are chiefly occupied in casting guns, shot, shell, and other accessories of warfare. Numerous melting-houses for the production of tallow are likewise to be found in this vicinity, employed during the autumn season only. Wool-washeries are scarcely less numerous, but these latter are only in action during the summer months. The foregoing, with sundry distilleries for making brandy, a few breweries, and three or four maccaroni fabrics, embrace all the industrial occupations at present instituted in these parts.

Taganrog, January 15, 1864.

WIBORG.

Report by Mr. Consul Lorentz upon the Trade, &c., of Wiborg, for the Year 1863.

In submitting my annual report on the trade and navigation of this port for the year 1863, I am in the happy position to illustrate, by the subjoined tabular statements, not only the pleasing fact that Wiborg's general shipping and commercial business also during that period has continued in its annual progress, but, what is more agreeable for me to report, that British shipping and British interest in this remarkable development have played such a prominent part.

I. Shipping and Navigation.

The following Table shows the number of vessels entered and cleared at this port during the last four years :—

Nationality of Vessels.	Entered—1863. With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.	Cleared—1863. With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.
British..	13	184	197	47,793	1,784	197	..	197	47,793	1,784
Finnish	144	15	159	25,766	2,008	151	3	154	25,060	1,956
Norwegian	37	10	47	11,321	332	45	2	47	11,321	332
Russian	1	7	8	1,739	58	7	1	8	1,739	58
French..	3	38	41	6,354	233	41	..	41	6,354	233
Danish..	4	3	7	1,392	44	7	..	7	1,392	44
Lubeck	4	1	5	1,211	43	5	..	5	1,211	43
Others..	20	11	31	7,962	295	31	..	31	7,962	245
Total	226	269	495	103,538	4,797	484	6	490	102,832	4,695
	1862.					1862.				
British..	6	133	139	34,136	1,264	140	..	140	34,535	1,280
Others..	185	109	293	62,503	3,616	275	16	291	62,143	3,594
Total	191	241	432	96,639	4,880	415	16	431	96,678	4,874
	1861.					1861.				
British..	9	113	122	29,695	1,114	121	..	121	29,293	1,098
Others..	155	124	279	52,254	3,641	223	56	279	53,254	3,641
Total	164	237	401	81,949	4,735	344	56	400	82,550	4,739
	1860.					1860.				
British..	4	110	114	29,443	1,067	113	1	114	29,443	1,067
Others..	131	76	207	30,132	1,842	144	63	207	30,132	1,842
Total	135	186	321	59,575	2,909	157	64	321	59,575	2,909

The following Table shows the arrivals of vessels of all nationalities from the undermentioned countries, during the last four years:—

Country whence Arrived.	Number of Vessels.			
	In 1863.	In 1862.	In 1861.	In 1860.
Russia	302	243	231	180
Finland	64	81	58	46
Great Britain	56	42	48	26
Lubeck	19	15	15	17
Norway and Sweden	18	11	18	21
France	6	10	2	..
Denmark	4	10	2	3
Hamburg	6	5	5	5
Spain	4	5	5	8
Brazil	2	3	4	4
Other Countries	14	8	13	11
Total	495	433	401	321

The departures were as follows:—

Country whither Departed.	Number of Vessels.			
	In 1863.	In 1862.	In 1861.	In 1860.
Great Britain	228	178	160	142
France	77	69	56	26
Russia	63	65	56	54
Finland	61	46	45	42
Holland	10	21	9	10
Spain	16	16	36	22
Sweden	..	14	13	3
Lubeck	12	13	13	13
Other Countries	23	3	13	9
Total	490	434	401	321

The foregoing figures evidently show the progressive increase in the number of British vessels visiting this port, in fact, since 1856, the year when I was appointed Consul, the number has almost doubled, and going in my comparison as far back as 1840, when this Consulate was established, I find an increase of nearly 400 per cent. over the amount of British tonnage in that year.

The following Table compares the number and tonnage of vessels engaged in the coasting trade at this port in the years 1863, 1862, and 1861:—

Nationality of Vessels.	In 1863. Vessels.	Tons.	Crews.
Finnish	253	33,117	1,012
Russian	49	9,329	196
Total	302	42,446	1,208
	In 1862.		
Finnish	281	26,976	1,124
Russian	45	8,640	225
Total	326	35,616	1,349
	In 1861.		
Finnish	117	14,085	468
Russian	12	1,488	48
Total	129	15,573	516

The Finnish Mercantile Navy.

The subjoined comparative Table for the years 1863, 1862, 1861, and 1860, exhibits the number and tonnage of Finnish ships, and the relative ports they belonged to. The reduction of Finnish lasts into English register tons being at the rate of about 42 lasts equal to 100 tons.

Ports to which the Vessels belong.	In 1863.			In 1862.			In 1861.			In 1860.		
	Number of Vessels.	Tonnage.		Number of Vessels.	Tonnage.		Number of Vessels.	Tonnage.		Number of Vessels.	Tonnage.	
		Finnish Lasts.	Tons.		Finnish Lasts.	Tons.		Finnish Lasts.	Tons.		Finnish Lasts.	Tons.
Tornea	1	391	931	5	391	931	4	378	900	5	261	611
Uleaborg	38	7,326	17,443	35	6,421	15,288	38	6,319	15,045	38	6,326	15,062
Brahestad	40	7,826	18,633	35	6,754	16,081	37	6,259	14,902	31	5,171	12,392
Gamla Karleby ..	19	2,581	6,145	18	2,057	4,897	16	2,019	4,807	16	1,725	4,107
Jacobstad	19	2,490	5,929	15	2,053	4,888	17	2,560	6,095	16	2,291	5,456
Ny Karleby	11	1,234	2,938	10	1,224	2,914	11	1,242	2,957	11	1,264	3,009
Wasa	29	5,239	12,474	29	4,695	11,079	28	4,443	10,578	27	3,997	9,601
Kasko	2	382	910	3	458	1,090	5	555	1,321	5	545	1,298
Kristinestad	15	2,569	6,117	19	3,034	7,223	24	4,217	10,040	25	4,572	10,885
Bjorneborg	20	4,966	11,820	18	4,531	10,788	18	4,531	10,788	20	4,846	11,538
Raumo	41	3,660	8,718	38	3,109	7,402	38	2,956	7,038	37	3,152	7,528
Nystad	40	4,973	11,840	38	4,483	10,707	41	3,924	9,346	49	4,177	9,945
Nadendal	5	361	860	3	115	273	3	115	273	3	115	273
Abo	35	6,651	15,828	38	6,732	16,029	35	6,451	15,360	36	6,155	14,655
Mariehamn	1	72	171	..	..	..	..	..	..	..	..	..
Ekenas	1	170	404	4	369	879	4	383	902	4	383	911
Helsingfors	30	2,265	5,393	32	2,082	4,859	41	2,580	6,142	47	3,033	7,221
Barga	15	1,854	4,414	15	1,839	4,379	16	2,029	4,831	15	2,043	4,864
Lovisa	10	1,556	3,705	11	1,595	3,797	11	1,607	3,826	12	1,642	3,909
Fredrikshamn ..	9	1,001	2,393	8	913	2,174	9	975	2,321	10	1,040	2,328
Wiborg	124	8,554	20,367	95	7,027	16,931	60	4,356	10,371	64	4,827	11,493
Willmanstrand ..	2	115	273	..	..	..	..	..	..	..	..	..
Nyslott	11	838	1,998	11	838	1,995	3	136	324	3	136	324
Toensuu	1	175	416	1	110	276	1	110	276	..	..	..
Kuopio	9	474	1,128	9	473	1,125	11	547	1,302	11	572	1,361
Total ..	532	67,723	161,248	490	61,321	146,005	471	58,692	139,742	485	58,283	138,771

In 1863 Finland was possessed of 39 steamers of together 1,376 horse-power; of these there belonged to Wiborg 1 steamer of 200 horse-power, and 12 steamboats of 342 horse-power; making a total of 13 steamers of together 542 horse-power.

The number of craft employed in the carriage of goods through the Saima Canal could not be ascertained; the movement, however, must have been a very lively one, as all export goods, namely, the produce of the numerous saw-mills established on the Saima Lake, and the many other lakes connected with that water system, are brought down to Wiborg that way. I shall try in another year to succeed in procuring a reliable return on this interesting navigation, or at least to come to the truth as near as possible.

Shipwrecks.—The heavy gales of last autumn have proved most disastrous to navigation in the Finnish gulf, and have caused not less than ten wrecks along the coast belonging to this Consular district. Among these casualties I am sorry to say six fell to the lot of British shipping, under the following circumstances:—

The "Montrose," Captain Christensen, of London, with a cargo of teak timber from England to Cronstadt, struck on a rock near Hogland, on the 5th September.

The "Everthorpe," Captain Reyner, of Hull, and the "Thrush," Captain Nicoll, of Sunderland, both with deal cargoes, from Cronstadt to England, were stranded on the island of Nervo on the 2nd November.

The "Anglicania," Captain Allison, of Shields, with a deal cargo, from Fredrikshamn to England, was lost on the 4th November on Aspo.

The "Radiant," Captain Blackburn, of Shields, bound with a cargo of tallow from Cronstadt to London, was run high aground on the 4th November, on Tekersaari, an island lying at the entrance to Drangsound (port of Wiborg), whilst seeking that port for stress of weather.

The "Queen," Captain Greig, of Montrose, laden with a cargo of flax and tow, from Cronstadt to London, lost on the 25th November, on the Virgin Island, south of Hogland.

In all the above cases, with the exception of the "Thrush" and "Queen," the cargoes could be saved with very little loss to either quantity or quality, whilst the "Thrush's" deal cargo was dispersed, and of the "Queen's" cargo only a minor quantity of flax and tow was saved in a damaged condition.

The ships themselves in all cases were totally wrecked, but none of these wrecks has been attended with loss of life.

Lifeboat Stations.—The Russian Admiralty has established last autumn the following four lifeboat stations, in the Finnish Gulf, Riga Gulf, and in the Baltic, viz.:—

In the Finnish Gulf—

1. On the north point of the island of Hogland, close to the lower lighthouse of that island.

In the Riga Gulf—

2. On the outer point of Cape Domeness, close to the two lighthouses on that reef.

In the Baltic—

3. On the west point of the island of Filsand, close to the lighthouse of that island.
4. On the south point of the island of Oesel, close to the lighthouse of Svarterort (Swalferort).

All these stations are completely organized; there are on each of them (1) a stationmaster, and a surgeon provided with all that is required in the way of medicaments and surgical instruments to meet the first

wants of apparently drowned and shipwrecked persons; (2) a lifeboat with a crew of fifteen, including a boatswain; (3) a dwelling-house for the station-master, the surgeon, and the boat's crew—this house contains a separate sick-room with two beds. Besides, the station on Hogland (which belongs to this Consular district) has got a rocket apparatus, and next summer the station on Domesness will be provided with similar implements.

Collisions at Sea.—By an Imperial decree dated 6th May, 1863, the same regulations and signals for preventing collisions at sea that have been in force within the limits of British jurisdiction since 1862, have been adopted for the Russian empire and for Finland, to come into operation from the 1st July, 1863.

II. Trade and Commerce.

The value of last year's imports, amounting to 1,830,814 silver roubles, equal to 7,323,256 Finnish marks, or 282,250*l.*, though behind that of the previous year, still represents a fair average as compared with other years. The chief articles imported in 1862 and the preceding three years are exhibited in the following Table:—

Articles.	In 1863.	In 1862.	In 1861.	In 1860.
Sugar .. .. lbs.	2,426,221	1,830,396	1,871,312	1,122,319
Coffee .. .. „	1,048,542	1,358,644	2,175,602	1,461,071
Salt .. .. tons	15,995	11,061	13,544	8,187
Manufactures, value £	17,802	13,800	15,515	20,117
Coals .. .. tons	6,012	2,887	2,973	1,022
Wine .. .. galls.	10,715	12,675	12,714	12,223
Spirits .. .. „	19,109	13,353	5,839	2,214
Herrings .. barrels	11,928	6,926	3,288	3,827
Grain .. Imp. quarters	57,544	87,117	11,113	42,299
Tallow and Candles lbs.	350,468	753,975	670,651	42,299
Total Value £	282,250	351,436	233,757	175,339

The following comparative statement will show the value of imports during last and the three preceding years, specifying also the respective countries from which imported:—

	In 1863.	In 1862.	In 1861.	In 1860.
	£	£	£	£
Great Britain	27,686	15,274	25,327	28,369
Russia	139,215	206,630	88,259	35,092
Lubeck	41,728	43,733	38,660	53,479
Sweden and Norway ..	11,524	11,524	5,769	4,392
Hamburg	22,156	26,440	14,873	7,292
Spain	3,343	4,446	2,189	3,846
Belgium and Holland ..	2,219	3,495	1,352	8,664
Portugal	450	411	248	623
Italy	1,570	1,767	1,623	1,957
Brazil	32,359	39,815	55,457	30,815
Total .. £	282,250	351,436	233,757	175,339

The amount of last year's exports has been the largest on record, and the principal articles of export during the last four years in quantity and value were as follows:—

Articles.		In 1863.	In 1862.	In 1861.	In 1860.
Deals and Boards..	loads	111,985	98,420	89,530	70,109
Square Timber ..	„	3,754	2,009	2,768	1,642
Butter	lbs.	..	342,641	239,685	517,870
Stearin Candles ..	„	236,334	344,740	181,817	81,197
Bristles	„	27,852	20,786	25,884	1,712
Total Value	£	253,244	217,399	209,112	166,533

The value of exports to the different countries in the years 1863, 1862, 1861, and 1860, amounted as follows :—

	In 1863.	In 1862.	In 1861.	In 1860.
	£	£	£	£
Great Britain	166,667	130,848	123,305	107,996
Russia	16,748	10,536	13,859	22,263
France	40,429	42,532	33,014	12,143
Spain	12,349	9,263	22,376	10,148
Lubeck	5,738	8,198	7,362	6,444
Holland	4,310	7,405	2,441	4,739
Denmark	6,018	3,822	2,105	953
Sweden	..	2,495	3,375	1,535
Belgium	..	2,039	..	..
Bremen	..	261	..	312
Mecklenburg	985	..	..	..
Total .. £	253,244	217,399	209,012	166,553

To the above figures, which evidently speak for the rapid development of the export business from this port and for the prominent share British interests have had of this trade, I may still add, that according to all appearance this progress will be a constant one, at least for some years to come, for several new saw-mills, partly worked by steam and partly by water power, have been completed last year; others are in the course of construction, and the manufactures of all these establishments, in the shape of deals, battens, and boards, must take their way down to Wiborg.

The deal business last year has not proved very remunerative to shippers; prices for deals and battens opened at 7*l.* per St. Petersburg standard free on board, but at the latter end of the navigation receded to to 6*l.* 15*s.*

The course of exchange used in the above Tables for converting Russian money into British sterling is the average rate of 37*d.* per 1 silver rouble.

Tariff.—By an Imperial decree dated Helsingfors, the 4th February, 1863, some slight modifications in the import and export duties were issued, to take effect from the 1st May, 1863; the change, however, only affects a few articles in a very trifling degree, scarcely worth mentioning, and I may confine myself to stating that according to the new tariff the article tea, which till then was only allowed for importation from the Russian empire, may now be imported from any part of the world, by land or by sea, subject to a duty of 65 kopecks, or about 2*s.* sterling per lb. If imported direct from the country of production, a drawback of 15 per cent. on the duty is allowed.

III. Agriculture.

In some districts of the north-western part of Finland the crops have even last summer suffered from night-frosts; in the most parts of the country, however, the yield of last year's crops, say of rye, oats, and barley, almost the only cereals of any importance that are grown in Finland, may be considered as a fair average one both in quantity and quality; but far from sufficient to meet the wants of the population, and to avoid the necessity of large imports of corn being made from the Russian empire, which were the more called for since the fatal consequences of the famine in 1862 were by far not overcome.

Potatoes were abundant last year, but not quite exempted from disease. Upon the whole agriculture in this country is still in a very backward state, and although it may be justly admitted that the difficulties farmers have to contend with are numerous, still it is my decided opinion that much could be done still with comparatively good success for the improvement in the culture of land, and it is much to be hoped that the good example already given by the large landowners, both in adopting a more reasonable system of farming and by introducing modern farm implements, may be more generally followed, as also that the laudable and unremitting efforts of the agricultural societies of the Grand Duchy may more and more be crowned with success.

General Remarks.

The Finnish Language.—An Imperial decree dated Helsingfors, the 1st August, 1863, declares, that although Swedish shall remain the ruling official language, the Finnish tongue shall, nevertheless, enjoy equal rights with the former in all matters more directly relating to the Finnish-speaking part of the population. Consequently, documents drawn up in the Finnish language must be received in the law courts of the Grand Duchy, and the judges of any courts, if they or their assistants are familiar with Finnish, may write their protocols in that language, if so desired by the receivers; but at latest from and after the close of the year 1883, every judge or law officer connected with a law court is bound to master the Finnish language as well as the Swedish, and from that time the issuing of law protocols in the Finnish language becomes obligatory.

This decree has been hailed with general satisfaction, and considering that about nine-tenths of the population of Finland understand only Finnish, this reform is certainly a great boon to the Fins.

Wiborg, April 15, 1864.

SANDWICH ISLANDS.

Report by Mr. Consul-General Synge on the Trade of Honolulu for the Year 1863.

A comparative statement of Hawaiian trade in each year, from 1861 to 1863 inclusive, has been published by the collector of customs.

These returns appear to be highly satisfactory. The total exports are to a larger amount than in any previous year, and the amount of purely domestic produce exported shows also a very considerable increase. The excess is principally in sugar, the export of which has increased from 3,005,603 lbs. in 1862, to 5,292,121 lbs. in 1863. This ratio of increase, though large, will probably be exceeded in 1864, judging from the number of new plantations now in progress.

The total imports are larger than in 1860 or 1861, and those from the Pacific side of the United States (in other words, from San Francisco), continue steadily increasing. The most remarkable increase is, however, from Bremen. In 1862 the imports from Hamburg and Bremen were to the value of $118,214 99 cts.; and in 1863 the imports from Bremen amounted to $194,429 11 cts.

Part of this large increase arises from the fact that one vessel from Bremen, which should have arrived in 1862, had to put into Rio on her way out, and did not arrive here until 1863; so that the value of her cargo was deducted from the returns of 1862, and added to those of the following year. But though the trade of these islands with Hamburg and Bremen is no doubt a very valuable and increasing one, it must be borne in mind that a very large proportion of the goods—probably nearly one half, are of British manufacture.

The imports from England direct are less in 1863 than they were in 1862; but the imports from England and Vancouver's Island together, in 1863, are larger than in 1862.

The imports from Vancouver's Island are principally of British manufacture, and in 1863 they amounted to $30,210 32 cts. In 1862 the value was $4,672 22 cts., thus showing that the increase which I ventured to predict in my last year's Report has been largely realized. The fact of Victoria being a free port is one of the principal aids to the trade of these islands, and is the best guarantee that it will continue and increase.

The whaling business, which from 1859 to 1862 had been rapidly declining, has in the course of last year somewhat revived, the entries of whaling vessels having risen from 73 in 1862, to 102 in 1863.

There is a very large area of land in the different islands of this group awaiting the application of capital, skill, and labour, to develop its resources. Sugar, coffee, and rice, have been proved to produce well; and there is a market close at hand in California, British Columbia, and Vancouver's Island, which will consume all that can be grown here.

The merino and other breeds of sheep thrive well on most of the islands, and the wool rather improves than deteriorates with very little crossing. One island—Nihau, the most westerly of the group, has just been sold by the Hawaiian Government to settlers from Australia for a sheep run; and there are several other favourable localities in the group for this purpose. On the Waimea plains, on the island of Hawaii, some 30,000 sheep of the merino breed are now grazing.

On the table lands of the islands of Hawaii and Mani, the weather is cool and bracing, and Europeans can labour in the cultivation of the ground, without inconvenience; but the population is very sparse, and labourers are sorely needed.

Honolulu, January 31, 1864.

SAXONY.

LEIPZIG.

Report by Mr. Consul-General Crowe on the Trade of Leipzig for the Year 1863.

A GOOD harvest and cheap bread have no doubt done much to compensate for the distress resulting in Saxony from the disturbance of the commercial markets during 1862 and 1863. But Saxony, like other countries in which energy and skill preside over manufactures, owes much to the elasticity with which paralysis in one branch of industry is neutralized by increased activity in others.

Thus if the recovery from the depression of the cotton crisis has been slow and partial, the extraordinary impulse given to the production of woollen and half woollen manufactures has done much to retrieve losses incurred in other directions.

The trade of Leipzig has remained sound. It has been smaller in the weight of most articles usually imported, but a marked increase has taken place in one particular channel; and it is clear that the demand for woollens of all kinds has been beneficial to Saxon makers and dealers as well as to the foreign importer.

The following Table, showing the quantities of goods, the manufacture of the States of the German Customs Union, brought to the Leipzig fairs in the year 1863, will show that some decrease in the exchange of cotton and linen fabrics of German manufacture at the Leipzig fairs has taken place since last year, but that woollens have been briskly dealt in.

No.	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
		Centners.	Centners.	Centners.*
1	Cotton Manufactures	11,966	23,486	25,698
2	Iron Manufactures	2,212	3,485	3,905
3	Yarn (cotton and wool)	523	542	1,924
4	Glass and Mirrors	567	2,178	2,607
5	Fine Wood Manufactures	225	793	1,325
6	Instruments	295	572	611
7	Made up Clothes	332	747	1,231
8	Copper and Brass Manufactures ..	155	503	600
9	Hard and Small Wares	1,146	7,351	6,655
10	Leather	13,465	26,998	30,541
11	Leather Wares	689	4,359	4,787
12	Linen Manufactures	5,160	10,239	10,203
13	Paper	3,152	2,040	1,650
14	Porcelain	1,244	3,105	3,081
15	Furs	127	1,215	1,039
16	Silk Manufactures	755	2,275	2,487
17	Mixed Silk Manufactures	229	413	338
18	Straw Manufactures	17	695	112
19	Carpets	120	162	54
20	Woollen Manufactures	31,227	56,885	71,039
21	Weighing Machines	..	414	332
22	Other Articles	1,362	1,588	2,362
	Total	74,969	150,045	172,581
	Grand Total		397,595	

The state of the market for foreign goods, as shown by the next Table, confirms the lesson derived from the previous one. Leipzig has required and exchanged less English cotton manufactures, yarn, and wool, than in

* 1 Centner equal to 110¼ lbs. avoirdupois.

1862. Its demand for woollen manufactures has not decreased. Its necessities as regards woollen yarn have been greater; and the increase has been supplied chiefly from Great Britain. Again, the changes in machinery resulting from the activity imparted to the fabrication of woollens in greater quantity, and from the obvious spread in the use of machines of every kind, have given an impulse to the English business in those articles.

A glance at the Table further discloses an unfavourable prospect as regards goods sold for exportation. In the first nine months of the past year it was observed by the mercantile community, and the Customs statistics confirmed the fact, that the export and re-export trade was improving; but the outbreak of war in Schleswig Holstein altered the circumstances altogether, and will probably exercise a marked influence on the trade of this year.

The following is an account of the quantities of foreign goods wholly or in part manufactured, and of raw materials for manufactures imported into Leipzig at and between the fairs in the year 1863, and of those sold for home consumption and exportation respectively, including the goods remaining in warehouse at the close of 1862.

No.	Description of Goods.	Imported	Sold for Home Consumption	Sold for Exportation
	I. *Manufactures.*	Centners.	Centners.	Centners.
1	Cotton Manufactures (chiefly British) ..	11,359	3,052	4,986
2	Hardware, coarse British (duty 10 thalers) ..	1,755	337	317
3	Fine ditto (duty 50 thalers)	594	296	193
4	Finest ditto (duty 100 thalers)	62	40	6
5	Silk Manufactures	2,750	1,089	978
6	Mixed Silk Manufactures	1,760	714	696
7	Woollen ditto, plain (chiefly British) ..	16,005	6,993	5,199
8	Ditto, figured and printed (duty 50 thalers) .	2,653	929	943
9	Cotton Yarn (British)..	30,096	23,761	3,193
10	Iron Manufactures	4,261	3,362	359
11	Glass	2,794	2,012	96
12	Wood Manufactures	1,541	1,525	15
13	Instruments	178	152	1
14	Clothes	98	4	63
15	Copper and Brass Manufactures	331	322	4
16	Leather and Leather Manufactures	1,368	567	305
17	Gloves	14	14	..
18	Linen Yarn	1,986	1,944	34
19	Linen, bleached (British)	1,321	437	529
20	Cambric, Tape, &c.	66	28	17
21	Paper and Works of Paper	324	309	..
22	Silk, twisted and untwisted	815	807	1
23	Straw Manufactures	249	158	26
24	Porcelain Manufactures and Earthenware ..	259	187	18
25	Wax and Oilcloth	3,454	1,727	1,172
26	Woollen Yarn	64,818	58,779	3,521
27	Carpets	1,191	111	782
28	Other Articles	33,079	32,074	410
	II. *Raw Articles.*			
29	Cotton Wool	12,228	12,228	..
30	Drugs, Chemicals, Dyes, &c.	51,992	48,722	2,014
31	Raw Hides and Skins	49,317	47,094	1,263
32	Cocoa-nut, Palm, and other Oils	13,563	13,211	48
33	Sheep's Wool	15,969	15,905	64
	Total	328,250	279,390	27,253

The following is an approximative calculation of England's share in the foreign trade of Leipzig, based on the rates of previous years.

Description of Goods.	Proportion of whole Foreign Imports.	Price per Centner.	Quantity.	Value.
		£ s. d.	Centners.	£
Cotton Manufactures	$\frac{17}{20}$ at	26 10 0	9,655	255,852
Hardware, coarse	All ,,	6 0 0	1,755	10,530
Silk Manufactures	$\frac{1}{10}$,,	225 0 0	171	38,475
Mixed ditto	$\frac{1}{2}$,,	125 0 0	880	110,000
Woollen Manufactures	$\frac{9}{10}$,,	30 0 0	16,792	503,760
Cotton Yarn	All ,,	5 10 0	30.096	165,528
Iron Manufactures	All ,,	2 5 0	4,261	9,587
Leather and Leather Manufactures ..	$\frac{6}{10}$,,	15 0 0	820	12,300
Linen Yarn	$\frac{6}{10}$,,	7 10 0	1,281	9,607
Linen, bleached	All ,,	22 10 0	1,321	29,122
Woollen Yarn	$\frac{9}{10}$,,	11 5 0	58,336	656,280
Other Manufactured Articles . ..	$\frac{3}{3}$,,	22 10 0	19,847	446,537
Total	..	..	145,215	2,247,598

State of the Manufacturing Districts.—The condition of labouring men has improved since last year in most districts, except in the Voigtland, where the looms have been still further reduced in number. Fortunately for the weavers, the Government began the Eger Railway, and much misery has been prevented by the employment of necessitous artizans in this and other public undertakings. This is but a partial relief, however, and tha manufacturers of this district, as well indeed as of most towns in the kingdom, are impatient for the time when the renewal of the Zollverein on the basis of the tariff created by the treaty with France shall take place. On this subject there is indeed nothing but hopeful anticipation. No one believes that the Zollverein will be broken up. No one doubts but that the new tariff will be carried out.

As for labour in general, statistics show that many causes are at work to raise its value in the market. The abolition of guilds' monopolies, the rapid extension of almost all cities and towns, the abolition of octroi or entrance dues, have within the last few years increased the demand for labour, skilled as well as unskilled; and daily wages which, between 1840 and 1850, were at 1*s.*, are now at 1*s.* 4*d.* to 1*s.* 5*d.* In the mining dist ricts renewed activity may be observed. Skilled labourers are in great demand for engineering works and foundries, in consequence of the great extension of the demand for machinery, not only in towns, but for agricultural purposes.

But the general welfare of the country is perhaps best shown by the great increase proved to have taken place in the consumption of articles of colonial produce.

The following Table, showing the quantity of colonial produce entered for duty at Leipzig, from 1837 to 1859 respectively, drawn from the statistics of the Leipzig Custom-house, are telling enough.

Years.	Raw Coffee.	Rice.	Raw Tobacco.	Spices.	Tropical Fruits.	Syrup.
	Centners.	Centners.	Centners.	Centners.	Centners.	Centners.
1837	13,116	1,646	3,223	907	5,178	246
1840	16,082	2,413	3,644	..	..	..
1845	21,610	2,298	6,603	1,782	6,380	..
1850	28,614	6,885	9,974	..	..	..
1855	53,975	14,839	20,143	..	..	..
1857	58,595	16,692	27,560	3,298	19,412	309
1859	64,803	22,170	34,160	3,335	20,263	1,402

The rapid increase of business at Leipzig in colonial produce is remarkable. Its causes are, however, not exclusively due to the spread of welfare in Saxony, but to the gradual suppression by this place of the market of Magdeburg.

The Harvest.—The harvest in Saxony was not equally good throughout the various districts of the kingdom. The winter-sown seed rose well everywhere; the spring sowing-time was favourable. But drought set in about June, and a heavy frost in the first days of that month seriously affected the rye bloom.

Rye therefore yielded a crop about 10 per cent. below the average.

Wheat rose well, and returned 12 per cent. above an average.

Barley and *Oats* suffered from drought, but still gave an average yield.

Peas and *Vetches* were luxuriant in seed which gave much in weight, and a return of 15 per cent. above that of common years.

Beet-root was seriously affected by want of rain, and gave but 60 per cent. of the usual crop.

Rapeseed and *Potatoes* produced high above the average.

Hay was below an average.

The following Table shows the highest prices per imperial quarter of various sorts of grain at the Leipzig market during 1863.

	April.	July.	September.	December.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat	2 7 10½	2 13 7½	2 12 2	2 1 4
Rye	1 15 2¼	1 17 4½	1 17 0	1 9 8½
Barley	1 0 9¾	1 10 5½	1 10 5½	1 5 0¼
Oats	0 15 2½	0 18 10½	0 18 10½	0 15 11½

The following Table shows the monthly rate of exchange on London, per £ sterling, at Leipzig, during the year 1863.

	At 7 Days.	At 3 Months.
	Thlr. Sgr.	Thlr. Sgr.
January	6 22¼	6 21
February	6 22⅝	6 21⅘
March	6 22⅝	6 21¼
April	6 22⅝	6 21¼
May	6 22⅝	6 21¼
June	6 22⅝	6 21⅕
July	6 22¼	6 20¼
August	6 22½	6 20⅘
September	6 22½	6 20½
October	6 22⅛	6 19⅘
November	6 22	6 19½
December	6 22	6 19

Leipzig, April 25, 1864.

SIAM.

BANGKOK.

Report by Mr. Consul Schomburgk on the Trade of Bangkok for the Year 1863.

Shipping.—During 1863 the entries, not including junks, were 304 vessels of 139,743 tons; the departures were 296 vessels of 115,914 tons. Compared with 1862 this shows an increase of about 9,000 tons in entries, and a decrease of 16,000 tons in departures. A large number of ships were lying in port at the close of the year waiting for rice, and also several large American ships were laid up, fearing capture by the "Alabama" if they ventured out.

The average shipping employed in the port during the last five years has been 282 vessels of 120,205 tons; hence, considering only the clearances, the employment during 1863 was above the average.

British Shipping.—During 1863 the entries were 82 vessels of 30,363 tons, and the clearances 78 vessels of 28,603 tons, which is an improvement of about 3,000 tons on 1862, and is very close to the average for five years, viz., 79 vessels, and 30,300 tons.

Imports.—The Table of imports furnished by the foreign inspector of customs does not appear to me to be very complete, some large items, such as machinery imported for the Government, and presents to the King, being omitted; the trade in precious stones is also much understated; however, I believe it to give the best information obtainable.

It shows an increase over 1862 in the importation of piece goods, but I am informed by some of the largest importers that the piece goods trade has not flourished during the year, as buyers have seldom offered remunerative prices.

Exports.—The total value of the exports has been about 880,000*l.*, rather above a five year average.

Rice.—The export has been about 1,632,000 piculs, which is rather ess than the amount exported in 1862, but just about the average export during the last five years.

Sugar.—82,700 piculs were exported, being about 20,000 piculs less than the amount exported in 1862, and 47,000 piculs less than a five-yearly average.

Salt.—The salt trade with Batavia, which arose under contract with the Netherland's Government, having been mismanaged by the Siamese contractor, who failed to provide cargoes with any regularity, has now ceased.

Cotton has commanded a high price, having been in demand for shipment to Bombay. The quantity has been insignificant. Sticklac has been exported in unusual quantities.

Nothing noteworthy has occurred in respect of other articles of trade.

Bangkok, January 24, 1864.

SOCIETY ISLANDS.

RAIATEA.

Report by Mr. Consul Wodehouse on the Trade of the Society or Leeward Islands for the Year 1863.

Shipping and Navigation.—There is nothing new to communicate under this head, I can only refer to my report for 1862.

Trade and Commerce.—Trade and commerce remain in much the same condition, no improvement.

Huaheine exports hardly any cocoa-nut oil as the nuts have been destroyed by the rats. In consequence of this, some of the foreigners have started coffee and sugar plantations; but it is too early yet to pronounce an opinion as to the success of these experiments, whether the prices obtained will be sufficiently remunerative to warrant their continuance or extension.

Raiatea, January 26, 1864.

SPAIN.

ALICANTE.

Report by Consul Colonel Barrie on the Trade of Alicante for the Year 1863.

Shipping and Navigation.

The following are the statistics, compared with the year 1862:—

	Ships.	Tons.	Value of Imports.	Value of Exports.
			£	£
British Shipping in 1862..	234	39,634	224,305	32,266
„ 1863..	189	38,666	145,710	91,657
Foreign Shipping in 1862..	369	189,354	307,955	92,305
„ 1863..	343	58.453	182,025	72,149
Spanish Shipping in 1862..	423	102,982	Unknown	..
„ 1863..	623	155,883	„	..

The decrease in the value of importations in British vessels consists in the quantity of railway material having been less from England, and more from Belgium and France during the last year. The increase of nearly two-thirds in the exports has been occasioned by an augmentation in the shipment of lead and esparto (feather-grass), which last has doubled in price in consequence of its demand for the manufacture of paper.

I have been unable to obtain reliable information as to the quantity or value of manufactured goods imported in Alicante during the past year, as they continue to be brought in Spanish vessels to save the differential duties; but I have ascertained that the duties actually received at this custom-house during the year 1863 were, at the present rate of exchange, 175,885*l.*, whilst the duties on material and coal and coke for the use of railways, if levied, would have amounted to 215,784*l.*; but these are hitherto admitted free of duty in order to encourage railway communications. The system of forwarding all goods for Madrid in sealed waggons, in order to be classified, and the duties received in the custom-house there, continues in force, and consequently the amount of such duties cannot be ascertained; but the comptroller of that department here informs me that they may be calculated to amount to 140,000*l.*

The prosperity of Alicante since the opening of the railway to Madrid in 1858 continues gradually to augment. The town and suburbs now contain 31,200 inhabitants, 3,950 dwelling-houses, 161 streets, and 17 squares. It possesses 6 churches, an institute or preparatory college for the University, 14 schools, a public library, a handsome theatre, 2 hospitals, and a well-conducted establishment for foundlings and aged paupers of both sexes.

Hitherto little has been done in the erection of manufactories, for which the position of Alicante is well adapted, the remembrance of the ruinous result of several joint stock companies for smelting lead and silver ore in 1844 being still fresh in the memory of the inhabitants. An extensive cigar manufactory, a Government monopoly, in which upwards of 4,000 women are employed, still continues, however, to retain its reputation for superior finish, and is constantly at work.

The deepening of the harbour, in which two dredges are employed, and the conclusion of the mole, now 630 metres in length, are being continued under a new contract, and a tramway has been constructed from the quarries for the formation of a counter mole, which the contractors are bound to finish in four years.

In the ports of Valencia, Denia, and Tabea, the imports in British vessels have amounted to 148,721*l.*, nearly two-thirds of which consisted of guano from Peru; and the exports to 234,150*l.*, composed principally of raisins and oranges, the crops of which have been abundant and the prices remunerative.

On the 30th of April last a fixed white light was established near Altea in this Consulate in lat. 38° 33′ 30″ N., long. 6° 8′ 18″ E 112 metres above the level of the sea, which is seen at nine miles distance.

Alicante, February 10, 1864.

BARCELONA.

Report by Mr. Consul Baker on the Trade of Barcelona for the Year 1863.

The British vessels arrived at Barcelona during the late year have slightly exceeded in tonnage those arrived during the previous year of 1862, and the value of their cargoes is somewhat higher; but both these improvements are much more apparent at the minor ports, as will be seen on referring to Tables A and B, attributable wholly to the numerous cargoes of railway iron and materials received at Tarragona during the late year, for the line now close on termination between that port and Barcelona. Most of the cargoes brought to Barcelona by the British ships arrived last year consisted of coals and coke, and only a few brought similar railway materials for the same line.

The quantity of coals and coke brought to this port by foreign vessels from British ports during the past year, is much the same as for the preceding one, for Table C shows but a very slight reduction in their number and tonnage, and the quantities of coals and coke brought by them.

The year 1863 has not been a favourable one for the general trade—Spanish and foreign—although the exports have slightly improved in value, inasmuch as both the tonnage of the shipping engaged in the trade, and the value of the cargoes imported have sensibly diminished. Table D shows this at once, but probably on due consideration of the obstacles offered to trade in general, by the uncertain state of political matters within and without Spain, and likewise of the general depression in all branches closely connected with cotton manufactures, this result must be deemed as satisfactory as possible.

Considering that it may be desirable to possess information on the channels through which the cotton mills of this district have been supplied with the raw material during 1863, I have reduced to a tabular shape (E) these particulars, collected with care from the most reliable sources. And on examining this Table, it would appear that the number of bales has considerably exceeded those imported during 1862; but as this excess is chiefly notable in the cotton imported from France, and the supply at the French ports of Marseilles and Cette is chiefly of the Levantine and Egyptian cotton, generally packed in smaller bales than the American and Indian cotton, it is doubtful whether this increase over 1862 is real and effectual, or merely apparent. The mills have undoubtedly contrived to keep open during the whole year, though working only parts of the week at times, and so far no very serious injury appears to have been suffered by them, either in production or consumption.

With reference to public works and railways, I am happy to say that some progress, though not very great, has been made during 1863; several bye roads and cross roads have opened the country out in different directions. Substantial repairs are being made on the high roads, and even a few bridges, that have long been desired, are actually being erected. The railway between Tarragona and Martorell, close to Barcelona, may be declared to be completed, as it will be open for the public this summer; that leading to France from Gerona has actually been commenced under contract by a firm of well-known activity, and as Valencia and Tarragona will be united by rail within eighteen months more, it is now confidently hoped that before 1866 Barcelona will be accessible from Madrid *viâ* Sarragossa and Serida, or *viâ* Valencia and Tarragona, and from France either from Bayonne *viâ* Pamplona and Saragossa, or from Perpignan *viâ* Gerona. With these hopes the year 1863 has closed, and the public

further expects that the coal mines at San Juan de las Abadepas will be equally accessible at that period, as the company for its construction and exploration presents some appearance of a legitimate undertaking disposed to carry out its contract.

The numerous Joint Stock Companies existing here have been singularly quiet during the late year; no startling schemes have been put forward or even announced, and the amount of passive dividends demanded during the year (650,000*l.*) have been nearly covered by the profits distributed (520,000*l.*).

TABLE A.—RETURN of British Shipping at the Port of Barcelona from the Year 1859 to 1863 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			
1859 ..	195	46,858	297,670	186	44,699	..
1860 ..	170	37,793	382,560	171	37,176	..
1861 ..	133	34,785	308,685	131	34,310	..
1862 ..	150	40,992	96,720	147	38,770	..
1863 ..	185	40,620	107,615	180	39,450	..

TABLE B.—RETURN of British Shipping at the Ports of Tarragona, Villanueva and Mataró, from the Year 1859 to 1863 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1859 ..	99	13,221	67,100	99	13,221	57,650
1860 ..	53	8,271	6,260	53	7,973	41,007
1861 ..	72	9,641	22,700	57	7,472	75,410
1862 ..	68	10,205	32,784	80	11,299	49,000
1863 ..	101	14,921	119,700	91	14,481	78,010

TABLE C.—FOREIGN Vessels arrived from British Ports with British Produce, Coals and Coke, during the Year 1863.

Nationality of Vessels.	Vessels.	Tons.	Tons of Coals and Coke.
French	10	1,965	2,695
Swedish and Norwegian	13	4,375	6,360
Prussian	37	12,470	19,660
Dutch	16	2,025	3,225
Mecklenburgh and Oldenburgh	18	3,680	5,565
Belgian	9	2,065	3,230
Danish	5	980	1,490
American (U.S.)	3	1,440	2,010
Russian	26	9,040	13,320
Italian	9	2,365	3,920
Total	146	40,405	61,475

TABLE D.—RETURN of the Spanish and Foreign (non-British) Shipping within the district of Barcelona, from the Year 1859 to 1863 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1859 ..	5,722	521,570	6,431,510	5,407	471,288	2,829,000
1860 ..	3,010	417,725	5,065,945	2,690	383,000	1,534,340
1861 ..	5,475	586,285	7,494,496	5,405	514,200	2,417,975
1862 ..	5,333	564,939	6,815,000	5,156	499,963	2,055,120
1863 ..	5,540	554,271	6,434,625	5,377	504,070	2,363,000

TABLE E.—RETURN of the Number of Bales of Cotton imported into the Port of Barcelona during the year 1863.

From France, *vid* Marseilles and Cette	59,950
„ England, *vid* Liverpool, London, and Gibraltar ..	23,250
„ Brazil, direct	14,075
„ The Spanish Colonies of Cuba and Porto Rico ..	6,675
„ The Levant, *vid* Genoa, Malta, and Alexandria ..	1,970
Total	105,920

Barcelona, January 25, 1864.

BISCAY, GUIPUZCOA, AND OLD CASTILE.

Report by Mr. Consul Young on the Trade of Biscay, Guipuzcoa, and Old Castile.

Bilbao.

Shipping and Navigation.—The following are the statistics of the shipping trade at this port, during the past year, compared with the year 1862 :—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping :				
1862	63	8,190	54	7,070
1863	134	18,128	126	16,093
Shipping of all Nations :				
1862	590	55,617	535	51,017
1863	798	83,177	785	77,321
Coasting of Trade :				
1862	1,154	37,384	1,070	33,320
1863	1,374	42,969	1,270	42,481

Shipping Trade.—The remarkable advance in the general shipping trade is no doubt, in some measure, owing to the continued importations of machinery, coal, stock and material for the north of Spain railways. Other causes, however, have influenced the great activity observed under this head, and putting aside the increase in the general trade of Bilbáo, the importation of coal for private undertakings, gas companies, iron works, &c., has had a considerable share in swelling the amount of inward tonnage. The return shows that the British shipping which entered is exactly double the amount entered during 1862, and we must look to the last-mentioned inducement as the cause of this sudden and unusual advance. With respect to our vessels, it is satisfactory also to report that the iron ore referred to in last year's Report, as being now exported free of duty, has furnished homeward cargoes to nearly two-thirds of them, and although the freights obtained were very low, averaging 4*s.* per ton, the fact is encouraging when it is recollected that previously nine-tenths of the British vessels entering this port were obliged to leave in ballast.

The arrangements for shipping the ore are still very inadequate, and it is to be regretted that the vessels are subjected to unnecessary and vexatious delay in loading; assurances are given, however, that this is likely to be remedied.

Steam Communication.—No particular change has to be noticed under this head; about thirty steamers may be counted as trading regularly between this port, Great Britain, Antwerp, France, the Baltic, and the ports of Spain. A fine steamer, recently built in England, is now also trading between Norway and Bilbáo (under the Spanish flag), in the cod-fish trade, another being shortly expected on the same line.

Ship-building.—The following are the statistics of this branch of trade; the few ships built have been of larger tonnage, but there appears to be no prospect of the revival of the trade :—

Year.	Ships.	Tons.
1862	15	2,340
1863	7	2,200

Trade and Commerce. Exports.—The following are the statistics for the past year, compared with the three preceding years; the grain and flour shipments, which are liable to considerable fluctuation, are given separately for the purpose of showing the position of that branch of commerce, and also the general export trade of the port:—

Year.	Wheat and Flour.	General Exports.	Total.
	£	£	£
1860	123,463	53,755	177,218
1861	133,224	45,333	178,557
1862	148,749	46,412	195,161
1863	52,311	81,332	133,643

The following is an analysis of the trade:—

Articles.	Countries.	Value.
		£
Flour	Great Britain and Cuba	52,311
Madder	Great Britain	32,400
Preserved Food	Great Britain, France, and Cuba	22,891
Mineral	Great Britain, France, and Belgium	14,627
Wines and Spirits	Great Britain, France, Belgium, and Cuba	4,502
Lamb and Goat Skins	France	1,620
Liquorice	Great Britain	1,549
Chesnuts	Great Britain and Holland	1,262
Guns and Pistols	Cuba	1,016
Salt	Norway, Sweden, and Denmark	711
Straw Paper	Great Britain and Cuba	637
Beans	Great Britain	117

Imports.—In the following Table the statistics of the previous five years are referred to for the purpose of showing the annual development of the import trade of Bilbáo during that period, which is very remarkable in a port of this class. A decrease of 166,000*l.* in the article of Cocoa, and of 53,000*l.* in codfish, renders the total result of the imports of 1863 less satisfactory than was anticipated, but a reference to the returns will show a general increase in the foreign trade of the port.

These returns are independent of railway material:—

	£		£
1858	586,944	1861	1,361,409
1859	755,677	1862	1,413,300
1860	839,747	1863	1,477,177

The following shows the relative position of the importing countries:

Countries.	Value of Imports.
	£
Great Britain	564,794
France	270,162
Norway and Sweden	239,594
Cuba	174,321
Venezuela and Ecuador	143,885
Holland, Belgium, and Germany	84,418

Great Britain maintains her position at the head of the above list, having increased her imports over those of 1862, by upwards of 130,000*l*. France has also imported to the extent of 60,000 more than in the previous year, and takes the second place, followed by Norway and Sweden, showing a decrease of 40,000*l*., accounted for by a slight falling off in Bacalao, though the timber trade marks an increase. Cuba ranks fourth in importance, and Venezuela and Ecuador, which in 1862 held the second place, is reduced to the fifth, in consequence of diminished imports of Cocoa, an unusually large amount of that article having been taken up by Santander.

Holland, Belgium, Germany, close the list, with a small advance.

It is to be regretted that the reduction in the duties on foreign manufactured iron, promised for the end of the past year, has only been carried out, to a very modified extent, the Spanish ironmasters having successfully used their influence to prevent, as far as possible, the salutary change proposed.

The following is an analysis of the principal articles of commerce, in order of importance :—

Articles.	Countries.	Value.
		£
Salted Cod Fish ..	Great Britain, Norway, and Sweden ..	250,820
Cocoa	Great Britain, Cuba, Venezuela, and Ecuador..	141,660
Yarns	Great Britain	126,330
Sugar	France and Cuba	97,900
Tobacco	Great Britain, Germany, and Cuba	99,779
Woollen Manufacture ..	Great Britain and France..	89,400
Drugs and Chemicals ..	Great Britain and France..	86,450
Cotton Manufacture ..	Great Britain and France..	70,940
Machinery	Great Britain and France..	56,896
Wines and Spirits ..	Great Britain, France, and Cuba	47,702
Cotton Manufacture (mixed) ..	Great Britain and France..	45,324
Hardware and Cutlery ..	Great Britain, France, and Belgium ..	51,512
Linen Manufacture ..	Great Britain and France	41,413
Timber, Deals, &c. ..	France and Norway	35,960
Raw Cotton	Great Britain	33,463
Hoop and Sheet Iron ..	Great Britain	20,640
Silk Manufacture ..	Great Britain and France..	19,660
Wire	Great Britain and France..	18,901
Hides	France and Venezuela	18,646
Cinnamon	Great Britain	17,285
Coal	Great Britain	16,802
Tin Plates	Great Britain	12,986
Cotton, Spun and in Thread	Great Britain, France, and Belgium ..	12,910
Pig Iron	Great Britain	12,500
Haberdashery.. ..	France and Germany	11,880
Clocks and Watches ..	France..	6,738
Glass and Porcelain ..	Great Britain and France..	6,440
Coffee	France and Cuba	6,062
Perfumery	Great Britain and France	4,660
Buttons	Great Britain, France, and Belgium ..	3,787
Brass Manufacture ..	Great Britain, France, and Belgium ..	2,872
Steel, Wrought and Cast	Great Britain and Belgium	2,585
Locks and Sundry ..	Great Britain, France, and Belgium ..	2,412
Iron Nails	Great Britain, France, and Belgium ..	2,179
Tea	Great Britain	1,683

Railway Material.—There appears to have been some diminution in these special imports, the completion of the Bilbáo and Tudela Railroad

having, no doubt, reduced the demand. Rails, railway waggons, and carriages, locomotives and machinery, were, however, introduced to a large amount; no return is obtainable, but the value may be roughly estimated at 1,000,000*l.* sterling.

Exchange.—Lowest, 98 reals; highest, 96½ reals, to 1*l.* sterling.

Agriculture. Grain.—The crops in the northern districts of Spain were good, both in quantity and quality; prices continued high, without any material change. Considerable exports of first quality flour were made to the Havana; neither grain nor flour were exported to foreign ports.

Vines.—The disease in this district appears to be gradually wearing out. In consequence of very favourable weather, a fair quantity of middling wine was secured in most places.

Industries. The Iron Trade.—The iron works in this district, which during the doubt which existed on the question of the duties, suffered some depression, are again actively employed.

The following is the information furnished by the principal houses engaged:—

Manufactory.	Quantities.		Value.
	Quintales.	Tons.	£
Ibarra and Co. ..	125,000	5,800	75,000
Bolueta (Puente Nuevo)	105,000	4,900	84,000
Castrojana	40,000	1,800	28,000
Alonsategui ..	30,000	1,350	20,000
Total ..	..	13,850	207,000

Iron ore has been exported during the past year to the extent of 37,000 tons, of which about 25,000 has gone to Great Britain, the remainder to France and Belgium. The value of this article may be calculated at about 7sh. to 10sh. per ton.

Public Works. The Bilbáo and Tudela Railway. The Bilbáo and Tudela Railway was opened to Castregan, the latter end of the month of August, by which the through route from Bilbáo to Barcelona for passengers and merchandize was established. By a return which has been furnished, it appears that the total receipts for the first six months subsequent to the opening, amounted to 75,071*l.*, a result which is regarded as satisfactory, considering that the period included the time of year least favourable to the development of passenger traffic.

River and Portugalete Railway.—The improvements connected with the river at the town of Bilbáo are progressing, and the branch line of railway to Portugalete is now considered to be certain of accomplishment, although at the date of this Report the works have not been commenced.

General.—While the port has made such a material advance in her commercial relations with other countries during the last five or six years, evidences are not wanting to mark the rapid increase of the town and its population. A large influx of strangers has followed improved means of communications; this, combined with the demand for luxuries, and a style of living formerly unknown to the simple inhabitants, has of course brought with it a great advance in the prices of everything. Provisions have advanced 50 and house-rent 100 per cent. within a very few years, and Bilbáo has quite lost the character it formerly obtained of being a cheap place of residence.

Bilbao, June 1, 1864.

THE CANARY ISLANDS.

Report by Mr. Consul Grattan on the Trade and Commerce of the Canary Islands for the Year 1863.

THE Canary Islands are thirteen in number, namely, Teneriffe, Canaria, Palma, Lanzarote, Fuerteventura, Gomera, and Hierro, which are inhabited; Alegranza, Granasa, Motaña Clara, Roque del Este, Roque del Oeste, and Lobas, which are uninhabited.

The total area of the seven inhabited islands is 283 square leagues, and of the uninhabited 3 square leagues. They are situated between 27° 37′ and 29° 15′ north latitude, and 13° 25′ and 18° 10′ west longitude.

They were conquered by the Spaniards in the year 1494, and have always remained in their possession since that time. Although the present inhabitants are Spaniards, and speak no other language than the Castilian, their character and appearance differs in some respect from those of the Spanish peninsula. They are sprung from a mixture of the ancient inhabitants, the Guanches, and the Spaniards and other Europeans who subdued them. They are tall and robust, of a quiet disposition, naturally kind and well-mannered, but lazy and indolent. Burglaries and assassinations are crimes almost unknown in the islands, but larceny and other minor offences are frequent.

POPULATION AND INDUSTRIES.

The population of the different islands, according to the census of 1860, is as follows, namely:—

Teneriffe	93,709
Canaria	68,970
Palma	31,138
Lauzarote	15,837
Fuerteventura	10,996
Gomera	11,360
Hierro	5,026
Total	237,036

The increase of population since the year 1857 is 2,990, besides which it is calculated that, during those three years, 2,400 persons emigrated to Cuba, and that 22 per cent. of the population of that island are Canarians.

Of the total population of the Canary Islands, 206,214 persons can neither read nor write. Latterly, many schools have been established by the Government, and there are now about 300 public and private establishments for education, which are attended by between 7,000 and 8,000 children.

The islands form a province of Spain, which is divided into ninety-seven districts, seven of which are judicial. The Captain-General, Civil Governor, and other principal authorities, reside at Santa Cruz, Teneriffe, which is the capital.

The province contains 5 cities, 10 towns, 34 villages, and 489 hamlets.

There are 269 ecclesiastics, 821 Government officials, 5,609 men on the active and retired lists, belonging to the army and militia, and 4,166 "matriculados," or men liable to be called upon for service in the navy, 21,906 proprietors, 1.237 traders, 2,460 artizans of both sexes, 168 masters and mistresses of schools (public and private), and 3,328 poor persons.

Most of the available labour is engaged in agriculture, the price for a day's work being a little more than one shilling. Silk is manufactured in small quantities at the town of Icod, in the island of Teneriffe, and also at Santa Cruz, in the island of Palma. Stuffs for gowns and ribbons are made there, of a very good quality. Since the year 1860, a spinning house, after the French style, has been established in the latter place. The trade is, however, on the decline, and goods are only manufactured when ordered by the residents or other parties.

Shipping and Navigation.

The following Table shows the total number of vessels, including those employed in the coasting trade, which have entered the different ports in the archipelago from the year 1858 to 1862, inclusive:—

Years.	Spanish.	Foreign.	Total.
1858	2,572	422	2,994
1859	2,669	327	2,996
1860	2,619	321	2,940
1861	2,535	343	2,878
1862	2,242	417	2,659

The chief ports of the archipelago are Santa Cruz, in the island of Teneriffe, with a population of 13,228, situated upon the north-east side of that island, and Orotava, with 7,224 inhabitants, upon the north-west side of the same; Las Palmas, with 14,308 inhabitants, upon the north-east side of the island of Grand Canary; Santa Cruz de la Palma, situated upon the east side of the island of Palma, with a population of 5,216; Arecife and Port Naas, with 2,761 inhabitants, situated on the east side of the island of Lauzarote.

The safest of these ports are Santa Cruz, in Teneriffe, and Porte Naas, in Lauzarote. Almost the entire foreign and colonial trade is absorbed by Santa Cruz, Teneriffe, and Las Palmas, in Canaria. A mole has been in the course of construction at Santa Cruz, Teneriffe, for years. At present some little activity is shown in the work. It extends about 300 metres into the sea, in an easterly direction. The intention is to carry on the work to about double its present length, in the same direction, and then to curve the wall towards the north, until the entire length attains 1,045 metres.

A counter mole, 312 metres in length, is to be run out to the eastward of the town, towards the other, thus closing in a large space of water with good anchorage in from two to nine fathoms. The space for the admission of ships from the extremity of the two moles will be 300 metres. This work, when terminated, will add greatly to the value of this island; it will be of inestimable advantage in a commercial point of view.

A mole is being constructed at the port of Las Palmas, in Canaria.

There is at present but one lighthouse in the archipelago, namely, on the mole at Santa Cruz, Teneriffe. In a few months, it is said, seven others, which have been for a considerable time in course of construction, will be ready for use. They are situated as follows, namely: One on Point Anaga, Teneriffe; another on the islet Canaria; one on the headland of Iandia, in the island of Fuerteventura; another on the headland Cumplida, in the island of Palma; and one on the deserted island of Lobas. Besides these, it is intended to place port lights at Las Palmas, in Canaria; one at Arecife; another at Port Naas, in the island of Lauzarote; and one at Santa Cruz, in the island of Palma.

Vessels are built in the different islands for the coasting trade. They are schooners of from 50 to 200 tons burden; and some vessels have also been constructed as large as 400 tons burden for the trade with America and the Spanish peninsula.

Trade and Commerce.

The ports of the archipelago were declared free in the year 1852. An *ad valorem* duty of one per mil. is, however, levied upon all goods imported, whether brought in Spanish or foreign bottoms. Duties on a sliding scale are imposed upon corn and grain imported into the islands, which rise or fall according to the market price of the article, and have the effect of keeping the price of wheat at from 60*s.* to 70*s.*; that of barley at from 30*s.* to 46*s.*, and of maize at from 30*s.* to 55*s.* per imperial quarter. Corn and grain imported in Spanish vessels pay only half the amount of duty fixed by the tariff. A duty is also levied on cigars, not exceeding 4 reals vellon per lb., and on tobacco leaf to the amonnt of 2 reals vellon per lb., imported in vessels of all countries without distinction.

The exports of the islands consist of cochineal, wine, barilla, orchilla, paving stones, filtering stones, of some fruits, potatoes, and onions, the total value of the exports being about 300,000*l.* per year.

Teneriffe has long been celebrated for its wines; but since the oïdium attacked the vines, the cultivation of the grape has been almost entirely discontinued. Not more than from 200 to 300 pipes are now annually exported. In the year 1830, 25,000 pipes were produced in Teneriffe alone, and about as much more in the other islands. Some proprietors are beginning to plant new vineyards, but it is not probable that this will be done to any great extent, for the nopal or cactus plantation, for the production of the cochineal insect, repays interest on the capital employed after the first year, whereas a new vineyard will not prove a source of profit before four or five years; besides which, as long as the present price of cochineal (about 3*s.* 2*d.* per lb) is maintained in the European markets, the profit arising from a cochineal plantation will be greater than from a vineyard.

Cochineal is the principal article of export possessed by the landowners, and constitutes the chief wealth of the islands. It was first exported in the year 1831. The following Table shows the quantity exported each year since that period.

The amount of cochineal exported each year, from 1831 to 1862 inclusive, was—

Years.	lbs.	Years.	lbs.
1831 ..	8	1847 ..	292,495
1832 ..	120	1848 ..	373,385
1833 ..	1,319	1849 ..	522,310
1834 ..	1,882	1850 ..	782,670
1835 ..	5,658	1851 ..	368,108
1836 ..	6,008	1852 ..	806,254
1837 ..	7,020	1853 ..	790,524
1838 ..	24,548	1854 ..	864,345
1839 ..	28,642	1855 ..	1,135,912
1840 ..	77,041	1856 ..	1,501,716
1841 ..	100,566	1857 ..	878,845
1842 ..	74,589	1858 ..	897,142
1843 ..	78,994	1859 ..	1,119,503
1844 ..	139,950	1860 ..	1,087,654
1845 ..	221,350	1861 ..	2,244,007
1846 ..	232,338	1862 ..	1,693,825

The fluctuations in the quantities exported each year, as shown by

the above Table, are caused by either great heat or very heavy rains, both of which causes destroy many of the insects.

It is calculated that a fanegada of land (equal to 1 acre 16 perches 6 square yards) destined for the cultivation of cochineal, if sufficiently watered, can produce on the following year at least 250 lbs. of cochineal grain ready for sale. This quantity, at the currentprice of 3*s*. 2*d*. per lb., will realize 39*l*. 11*s*. 8*d*., deducting one-fifth in order to cover the cost of planting, sowing, &c. The net profit of the cultivator will amount to 31*l*. 15*s*.

The Imports consist of almost every sort of European and American manufactures of wool, linen, cotton, silk, leather, hardware, furniture, cutlery, pianos, carriages. A large quantity of coals is also imported to Santa Cruz, Teneriffe, from England. The total value of the imports for the last five years in all the ports of the archipelago will appear by the following Table, obtained from the Custom-house, being the declared value by the importers :—

	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
From Foreign Countries	249,155	260,409	253,796	265,384	253,249
America	36,503	50,735	35,677	37,776	35,571
Spain	47,609	43,223	33,021	34,115	35,185
Total.. £	332,817	354,363	322,494	337,275	324,005

It is probable, however, that the actual value of the goods imported is greater than that contained in the above Table ; for independently of the trifling *ad valorem* duty of one per mil., which is levied by the Custom-house, the annual contribution which is imposed by the State on the importers is calculated in proportion to the declared value of the goods imported by that body. A Committee, chosen by themselves, decides in what proportion each shall contribute ; and complaints are frequently made that some are unduly taxed in consequence of the unfair returns made by others.

There are three English mercantile houses established for many years at Santa Cruz, Teneriffe, whose combined business forms a large proportion of the whole of the export and import trade of that island.

No return being kept by the Custom-house, under separate heads, of the value of the importations from the different countries, it is most difficult to obtain this information. The following Table shows the approximate value of the goods imported from all countries into the port of Santa Cruz, Teneriffe, during the year 1862 :—

	£
From England	57,642
France	30,054
Spain	49,502
Other Countries..	22,162
Total ..	£159,360

There are no banks in the islands, and their establishment would be of the greatest benefit to the commercial and agricultural bodies. Advances are not to be obtained under 12 or 15 per cent. per annum.

Agriculture.

The area of the seven islands is 280 square leagues, not more than one-third of which space is under cultivation. The land is very high,

and volcanic in its nature, the most remarkable feature being the Peak of Teneriffe, which attains the height of 15,396 feet above the level of the sea. The soil round the coast is indifferent in quality; wheat, barley, and Indian corn are, however, grown there, and it produces much fruit. The crops are so liable to deterioration by drought in the summer, and also by heavy rains, which often prevail in the winter season, that not more than one good harvest in five can be counted upon. The cactus plant, however, thrives there, and in almost every cultivated part of the islands. The soil in the plains on the northern part of Teneriffe, round the city of Laguna, is of good quality, and deep. It yields about forty-five for one, and is capable of growing the largest trees, which probably existed there in former times. The average annual quantity of corn produced in the islands is about as follows: viz., 80,000 imperial quarters of wheat, about the same quantity of barley, 9,000 quarters of rye, and 63,000 quarters of maize. Potatoes are grown in large quantities. They are very good in quality, and are exported principally to the Antilles. Almost all other sorts of vegetables and fruits grown in Europe and in tropical countries are produced in abundance. There are a few fine forests in the more elevated parts of the islands, containing, amongst other sorts, beech, elm, mastic trees, eighteen different sorts of laurel and pine trees indigenous to these islands, which grow to a great height and size, producing valuable timber for building, veneering, and other purposes. The Canary pitch pine is supposed to be indestructible; beams made of its timber have remained in a perfect state of preservation for centuries.

It is to be hoped that these valuable forests, now limited in extent, will be preserved by proper care from further destruction; they form one of the most beautiful features of these islands. Attempts have been made, in a small way, to cultivate tobacco, but as yet without decided success. The Cuba plant grown here has produced an inferior quality of leaf, being strong and coarse; but it is hoped that, with greater experience in this branch of agriculture, the quality of the crop may be subsequently improved.

Cotton has also been grown, of a good quality, by some proprietors; but it is doubtful whether sufficient suitable land exists for growing the plant in quantities large enough to render the undertaking profitable. The goat is, it is said, the only quadruped indigenous to these islands. All other breeds of animals which have been introduced and acclimatised are said to have improved naturally since their introduction. The cattle and poultry known in Europe are in common use; meat is good in quality, its price being between 3*d.* and 4*d.* per lb. The camel is much in use as a beast of burden. It is bred in the southern part of Teneriffe, and in the island of Fuerteventura, is very docile and strong, and thrives on the commonest food. A good animal is worth about 10*l.* Partridges and quails are plentiful, and snipe are met with during the rainy months. No other sorts of game exist in the islands; rabbits are, however, numerous in the mountains.

Public Works.

The public works in the islands consist principally in the fortifications of the capital and other ports, and in the construction of the mole at Santa Cruz. The defences of the chief forts are formidable, and are kept in first-rate order. A very fine and well macadamized road is now almost finished between Santa Cruz, Teneriffe, and the town and port of Orotava, on the north side of the island, a distance of about seven leagues. It is intended to continue this road entirely round the coast of

the island, thus placing the principal towns and villages in communication with the chief port. The mountainous and rocky nature of the land renders this undertaking difficult and costly. It is, however, carried on at present with activity; and the great benefits which will accrue to the island by its completion will amply compensate the labour and expense. New roads are making, and old ones being repaired and improved, in all the islands, with praiseworthy energy. Associations have been formed in some of the islands for the purpose of constructing aqueducts and reservoirs to collect the waters from the mountains. Dams might also be formed for the same purpose at the entrance of the numerous ravines which intersect the mountains, and through which, in the rainy season, abundance of water passes into the sea, and which, if retained and employed for the purpose of irrigating the vast quantity of now almost sterile land on the coast, would, in this fine climate, render it most productive, and add immensely to the prosperity and wealth of the islands. The necessary capital is, however wanting, to carry out these useful works on a sufficiently large scale.

Climate.

The climate of the Canary Islands varies according to the altitude of the land. On the coast the heat in summer is great, but is much mitigated by the trade winds, which prevail during six months of the year, namely, from April to October. The winter season is extremely mild. On the lands, at an elevation of about 1,700 feet above the sea level, the summer is not nearly so hot, but in the winter the weather is cold and damp, in consequence of the great quantity of rain which falls. In the highest regions of the islands, the cold in winter is great, and the summit of the mountains are often covered with snow. The mean maximum heat of the port of Santa Cruz, Teneriffe, is about 80° Fahrenheit, and the average minimum about 64°. The climate is very similar in the islands of Teneriffe, Grand Canary, Palma, Gomera, and Hierro. In Fuerteventura and Lauzarote, which are situated nearer the African coast, drought often prevails, and renders these islands less productive, and the climate less agreeable. There is an abundant supply of excellent water in the first-named islands, though not always sufficient for the purpose of irrigation; but in Fuerteventura and Lanzarote, it is often scarce even for domestic use.

The climate of these islands is supposed to be the best in the world. No fevers or other maladies are endemic, and the people are healthy and strong, and live to a good old age. According to the census of 1860, 1,252 persons were living at that time in the islands, between the ages of 80 and 100 years, and 3 above 100 years old. The yellow fever has visited some of the islands on three different occasions, at intervals of about 18 years. It is supposed the malady was then brought by vessels touching at the islands from Havana or other infected places.

Santa Cruz, March 12, 1864.

CARTHAGENA.

Report by Mr. Consul Turner on the Trade of Carthagena for the Year 1863.

THERE has been a great falling off in the year 1863 of British shipping in this district amounting to over 10,000 tons, as well as the value of the cargoes, which must be ascribed to their consisting principally of coke and coals, there having been very little machinery or railway material introduced, and in which Spanish and French vessels are mostly employed, foreign shipping having suffered in a much larger ratio. Return cargoes are to be obtained invariably of silver lead and Esparto grass. Commerce generally throughout the year has been in a most depressed state, and until the North American question be settled, little improvement can be expected.

The railway between this and Albacete, in connection with that of Madrid, will be finished in all probability by the end of the year, and naturally an increase in trade may be expected.

The provincial deputation have approved of the plans for the moles, and improvements for this port, and forwarded the same to Her Catholic Majesty's Government, urging the necessity of these important works being taken in hand at once, it being notorious that the harbour of Carthagena is the most secure in the Mediterranean, and at present without a quay where ships can discharge, or stores to place a cargo for protection.

The harvest of 1863 was a complete failure, the drought having continued from early in the spring to the end of November. Withal, the dry season appears to have cured the vine of its long-standing disease, the grape having seldom turned out more prolific or in better condition.

The silk crop has again failed through a disease in the worm, which is not to be accounted for, as the greater part of the seed was imported from France and distant provinces; this branch of industry being thrown out of employ, and as all the necessaries of life were exorbitantly high, great distress prevailed. The olive crop has also been bad, not producing much more than sufficient for the proprietors' consumption.

Mining, the great source of employment in this district, is considered to be prosperous, there being an increase of 4,414 tons of silver lead, exported, over that of the year 1862. Large abundance of zinc ore has been discovered, and quantities have been shipped to Marseilles and Antwerp, and no doubt it will find its way into the English market, as it can be transported at very low freights.

Since my last report, Esparto grass has been shipped in large quantities from this port to England, and it is supposed a regular trade will be established. From its great demand, the price has risen three-fold within the last eighteen months, and has reached the fabulous amount of 4*l.* 10*s.* per ton, placed for shipment.

The making and repairing of roads has been lately attended to by the Government, and a large amount of public money expended, and it is to be hoped that further improvements will be made, so that the resources of the interior may become more developed.

The French weights and measures have been introduced in the Government offices, but not in general commerce, thereby causing great confusion to both buyer and seller.

Carthagena, 1st January, 1864.

FERROL.

Report by Mr. Consul Brackenbury on the Trade of Ferrol, for the Year 1862.

The Spanish merchant navy has been increased during the year 1862 within this Consular district by the acquisition and transfer to the Spanish flag, in the aggregate sum of 17,700*l.*, of the two British screw steamers "Agnes Froom," of Liverpool, and the "Melazzo," of London.

The British mercantile navy experienced a loss by the wreck on this coast of the barque "Atalanta," of Hartlepool, and of the screw steamer "Euphrosyne" of Liverpool.

The British ship "Joseph Howe," from British North America, with a cargo of timber, was found derelict, and towed into this port by the British steamer "Bœotia," of Liverpool.

Trade and Commerce—In the import trade a decrease of 52,327*l.* 13*s.* 2½*d.* has occurred as compared with 1861, and an increase in the export trade, as compared with the preceding year, of 1,164*l.* 16*s.* 2½*d.*

The comparative classification of Spanish weights and measures, as compared with English, is as follows :

100 lbs. Spanish	=	101$\frac{43}{100}$ lbs. avoirdupois.
1 Arroba	=	4 gallons and 1 pint.
100 Onzas	=	92 oz. 8 dwts. 23 grs. Troy.
1 Vara Cuadrada of 144 inches	=	130½ English square inches.

Agriculture.—The prices of the several sorts of corn, grain, and of potatoes, during the four quarters of the year 1862, were as follows:

	March.				June.				September.				December.			
	s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
Wheat ..	69	11	to 74	1	82	3	to 90	6	65	10	to 69	11	69	11	to 78	3
Indian Corn	36	7	39	5	36	7	39	5	39	5	39	5	33	9	39	5
Rye ..	42	3	54	9	48	6	54	9	48	6	54	9	42	3	50	8
Beans ..	50	4	57	2	46	8	59	4	62	4	67	7	57	2	67	7
Potatoes ..	87	9	97	6	87	9	97	6	117	0	146	3	117	0	142	0

The crops were considered of fair average as regards quantity, but under average as regards quality, from the unseasonableness of the weather, the spring having been cold and wet, while the summer was, for this part of Spain, remarkably hot and dry.

Wine.—The owners of vines who applied sulphur obtained a greater quantity of wine than in the preceding year, whilst in other vineyards, where the oidium tuckeri had almost disappeared, it showed itself with greater violence than ever. The prices of the common red wine generally during the year consumed were as follows :

	s.	*d.*	*s.*	*d.*
March..	178	6	to 216	8
June	216	8	303	4
September	178	6	260	0
December	192	4	216	8

Industry.—The paper manufactory alluded to in my report of last year was finished, and commenced working in April.

A traction engine of 70-horse power was brought out from England, with the intention of its running on the road between Vigo and Orense, but has been taken off, as being found too expensive, and also from the objection raised by the Government to its continuing to run, as the roads were torn up by the excessive weight.

Vigo, May 20, 1863.

MALAGA.

Report by Mr. Consul Mark on the Trade of Malaga in 1863.

The depression felt in almost every country in Europe, owing to the recent events in the North American Republic has fallen particularly on this commercial district. Last year the crop of fruits was sufficiently abundant, but the want of demand for American markets reduced the price to at least one-half of the ordinary values of fruits and wines of the description consumed there, and the commercial and agricultural interests have received a severe blow.

The trade with the interior, such as wines, grain, salt fish, and colonial produce, viz., tea, coffee, cocoa, spices, sugars, &c., in consequence of having found admittance through other channels offering a cheaper means of carriage by railway, has materially decreased of late at this port; and it will be difficult, even when the railway to Cordova is completed, to revive this branch of import trade, and divert it from the channels of supply into which it has found its way, owing to the supineness of the Malaga community in establishing their means of modern transport and communication with the consumers of their foreign importations. There is nevertheless a manifest improvement in the retail goods and hardware departments. Rents are rising, shops and stores are improving in outward appearance, and also in the character of their supplies; and increased animation prevails. The duties collected in the custom-house during the last five years are as follows :—

				Rls. (vn.)		£
1859	..	..	..	18,191,024	=	163,719
1860	..	..	..	18,855,932		169,973
1861	..	..	..	20,897,523*		188,078
1862	..	..	..	20,669,846*		186,029
1863	..	..	..	25,407,095*		228,663

The above figures show a considerable increase, arising no doubt from the revision of the tariff effected in November 1862, while as far as regards England in the hardware line the Belgians and Germans, by an imitation of the English marks and brands, and by a cheap production of their wares, are supplanting the British trade in this market from Birmingham and Sheffield.

The introduction of the railway plant has given rise to considerable movement and much occupation to the labourers and carriers, and it is hoped that when the rail communication with Cordova and the interior is established, it will have the effect of spreading the commercial movement more regularly over the whole space of the year, instead of as at present being confined principally to the vintage and fruit collecting period.

Operations dependant on the supplies of lead and fruits from the coast are more precise and speedy from the substitution of steam coasting from the old lateen fleet of slow going coasters, and vessels loading for England, the North countries, and America are detained in harbour much less than in former times.

The following is a comparative abstract of the British shipping trade at this port for the past five years :—

* A part of this increase is owing to the import duties on railway plant and machinery.

Year.	Inwards.			Outwards.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
1859	172	29,264	1,512	168	28,473	1,470
1860	111	21,430	999	111	20,289	978
1861	117	20,474	1,032	121	22,177	1,086
1862	136	28,274	1,303	129	25,847	1,224
1863	137	29,488	1,355	141	30,108	1,290

The great increase of coasting steamers touching at all the principal ports on the coast of Spain has reduced the number of sailing vessels visiting the port of Malaga, and the benefit conferred of nearly one-third reduction of the duties on importations in Spanish bottoms leads to the introduction of goods from England and France almost exclusively in national vessels. Coal, coke, and firebricks may be said to constitute the only carrying trade of English vessels to this port. Staves and deals from America and the Baltic are usually imported under the flags of the producing countries.

The war in America has materially affected the foreign carrying trade. The United States having furnished the principal market for the agricultural produce of this province in fruits and wines, the number of American vessels visiting Malaga having almost been reduced to a nullity this last year, a few English vessels have in consequence found freights for the States, but the majority of those bringing coal have cleared in ballast or proceeded to Hueloa or Pomeron to take copper ore to England, some to Almeria for lead and grass. Freights for sailing vessels are considerably reduced of late years, and the want of railway communication with the interior has been severely felt.

The oil harvest last year was abundant, and some shipments have taken place owing to the reduction in its market price having given a spur to the soap factories and increased the amount of exportation in this article to South America.

Spanish Vessels.—Malaga not being a ship-building port, the number of registered vessels is not very great as compared with other places. Fifty square-rigged vessels figure on the list, they being monopolized by three or four of the principal Spanish merchants here. These vessels are usually engaged in voyages to the West Indies, South America, and Newfoundland, carrying the fruits, wine, and oil of the country, and returning either with sugar, coffee, &c. from the Havana and Porto Rico, cocoa and logwood from South America, cotton from the States, or salt fish from Newfoundland.

The coasting movement amounts to about 135,000,000 of reals, or about 1,350,000*l.* sterling of imports, and 94,000,000 reals, or 1,000,000*l.* sterling of imports. Coasting exportation is carried on partly by steamers and partly by small lateen coasting craft. This latter trade may be considered on the increase from the greater facilities afforded; and much is expected from the establishment of the railway communication with the interior.

Steam Communication.—Communication by steam has considerably increased of late years along the coast of Spain, and its operation has produced a corresponding degree of prosperity. During the prevalence of westerly winds, sailing vessels were frequently unable to pass through the Straits of Gibraltar, the adoption of steam as a motive power therefore has materially altered the nature of the navigation in this quarter.

The steam vessels on coasting voyages touching at all the available ports round the Spanish Peninsula have almost superseded the coasting trade of the slow lateen craft ; and hence one of the sources from which Spain has lately derived her increased prosperity and an infusion of life and vigour into her former inanimate commercial intercourse. Almost daily communication has been established by this means between the ports on the coast, and long lines of steam vessels have been established between Malaga, Gibraltar, Liverpool, and London, with Marseilles and Nantes, Hamburgh, and other intermediate stations, to which may be added nearly all the principal ports of the Mediterranean. This advantage applies principally to the movement of passenger traffic, while want of competition still keeps up the high rate of goods and merchandise freights, protected by the benefit afforded to the carrying traffic in national bottoms by the Spanish restrictive tariff, goods paying nearly one-third more when imported under foreign flags.

As many as fifty steam vessels enter the port of Malaga monthly, and the importation by sailing vessels is reduced to the articles of coals, coke, and machinery for the use of the foundries and steam navigation ; a deposit of fuel free of import duties is allowed at Malaga when appropriated to the purposes of the supply of steam navigation.

The importance of the Spanish possessions on the African coast has likewise increased since the introduction of steam ; and Melilla has been recently declared a free port, with a view to avail of this advantage.

Lighthouses.—Amongst the numerous advantages arising from the constitutional government of late years in Spain, nothing has received more attention than the marine department, military and mercantile, and has been productive of more beneficial results. The system of lighting the coast has been attended with satisfactory results, and notwithstanding the increased amount of navigation arising from the introduction of steam, coast, and passenger traffic, shipwrecks and sea risks have been singularly diminished, owing principally to the establishment of numerous lighthouses on this rocky and precipitous coast and its vicinity to the culminatingly dangerous Straits of Gibraltar.

No less than fourteen lighthouses, mostly of recent construction, exist within the 300 miles of sea-board in the district of this Consulate of Granada, comprising the provinces of Malaga, Granada, and Almeria. These light houses are situated in their order, as starting from the Straits of Gibraltar, as follows :—Estepona, Marbella, Calamoral, Malaga, Velez Malaga, Nerja, Cabo Sacratif, Punta del Sabinal, Adra, Torre de Entinas, Roquetas, Almeria, Cabo de Gata, Torre Roldan, and Vera.

These lights are generally of secondary class, with the exception of the light at Malaga harbour, situated at the end of the Mole, reverberatory with white and red flashes alternately ; particular descriptions of them have been transmitted from time to time, on their establishment, to the Admiralty.

Banks.—Within the last few years a Provincial Bank has been established at Malaga, with a capital of 20,000,000 of reals, or 200,000*l.*, with liberty to issue the half of the said amount in notes. The previous absence of this facility for commercial operations was very much felt, and the working of the new establishment has produced a corresponding benefit to the community in general, and to the shareholders in particular.

The interest paid on advances, varies from 7 to 9 per cent. per annum for three months promissory notes, and the facility afforded to trade may be easily conceived in a country where the coinage in circulation dates in some cases from the time of the Romans, keeping in circulation faulty,

clipped, and defaced coins, and a miscellaneous copper currency, which, in cases of large payments, were passed from hand to hand, sewn up in baskets, in order to facilitate the carriage from one house to another. Many other "Bancos de Hipoteca," to advance on mortgage have been established with the object of facilitating money to the agricultural districts at more moderate rates of premium; and these, as soon as the railways increase the communication with the interior, may give a spur to the depressed agricultural interests, so materially affected by the war in America, where an abundant market offered for the consumption of the fruits and wines of this part of Spain. The want of cheap and constant communication with the grain growing districts, has kept up extravagant prices to the consumer.

Insurance Companies.—One Marine Insurance Company has been established in this city, under the title of "Lloyd's Malagueño." Spanish vessels bound for America, effect their insurance at this port, and isolated shipments by coasting and other steamers are frequently insured at the time of embarkation.

This Insurance Office has obtained great credit for the punctuality in the payment of losses and average claims. It is systematically and well conducted.

Several agencies likewise exist in this city, dependant on the Madrid and Barcelona Insurance Companies, which insure at similar rates; and it is unnecessary to add that the establishment of these Marine Insurance Companies in Spain, has greatly diminished the business and profits of the English and French Insurance Companies, where this class of operation was in most cases effected in former times.

Agriculture.—The Province of Malaga is not a grain producing district, the consumption being greater than the growth, and grain and flour are imported coastwise.

The fruits peculiar to Malaga, such as raisins, grapes, almonds, figs, oranges, and lemons, form the staple produce. Last year's vintage for these articles was a fair average produce, and the vineyards having somewhat recovered from the effects of the vine disease, the crops have rather improved. One million of boxes of bunch muscatel raisins may be calculated as the average produce in good years, and from 15,000 to 20,000 butts of wine of late, since the prevalence of the disease aforesaid has affected the produce; foreign brandies have likewise been introduced to some extent from the United States and from Germany, their production from grain being less expensive than when distilled from inferior wines, which last have risen in price and demand.

Manufactories.—Malaga is more properly an agricultural than a manufacturing district; still of late years fabrile industry has derived great impetus from the restrictive character of the customs' tariff affording great protection to native enterprise, and owing to the increasing spirit of the people themselves. The want of capital and the high price of labour, relatively, for mechanical operations, caused by a scarcity of population, operate as a drawback to many establishments which have started under flattering auspices.

The facilities afforded by the institution of a Provincial Bank of Issue at Malaga, discounting promissory notes with two signatures, is beginning to exert its influence, and is also of great convenience to small undertakings.

A large iron foundry and two large cotton works may be said to be the only manufacturing establishments of any note, and yielding large profits to their proprietors. Several other establishments on a large scale are suffering for want of capital, and although endowed with all the elements

of prosperity are paralyzed for want of funds. One large ironworks, one sugar mill, and a paper manufactury are in the latter situation. There are fourteen small linen manufactories, two silk weaving works, six small iron works, two chemical works, six cream-of-tartar factories, two for white lead, two soda-water establishments, six tanneries, eighteen potteries, fourteen brick factories, twelve soap works, thirty-one distilleries, two breweries, three saw mills, twenty maccaroni presses, four phosphorous match makers, two button factories, three sugar works, thirteen starch works, two fan factories, four printing works, and other trifling undertakings not worth mentioning.

At Antequera several large flannel and cloth manufactories have been established, with Belgian machinery, to avail of the wools of the interior, which are of very excellent quality, and the flannel produced is of the most superior kind. These factories are propelled by water power, emanating from a most abundant spring which passes by the town, and has given great occupation to a large population and vastly enriched the proprietors. The cost of the wool ranges from 4 to 8 dollars the arroba of 25 lbs. English, and it is equal to the famous merino wool of ancient celebrity. At Granada there are several paper works and one or two for flannel production.

Sugar.—The cultivation of the sugar-cane and the crushing, manufacturing, and refinery of its juice has increased rapidly in this district during the last few years; all lands capable of irrigation are being converted into sugar-cane plantations within the range of the temperate seacoast climate or the provinces of Malaga, Granada, and Almeria, commencing at Marbella on the west coast, and reaching to Adra on the eastern side. The climate appears particularly favourable to its growth, and the canes in some districts reach the largest size attainable in this plant; modern appliances in machinery have given an impulse to this important branch of industry which promises a rapid increase in its production.

Notwithstanding that Spain has been supplied with sugar from its rich colonies in the West Indies, there has been and there still exists a protecting duty of 74 reals the 100 kilos., or about 19*s.* per cwt., levied on all importations from her said possessions, and more than double that amount if from foreign sources. It was expected on the late revision of the Spanish Commercial Tariff that this protective duty would have been reduced; but the representations of the agriculturalists and manufacturers of the sugar growing districts succeeded in preventing this contemplated reduction, which was borne out by statistical information, showing the enormous increase of the national cane plantations and the extent of the capital invested in this twin source of national production and manufacture.

In the year 1848 this branch of agriculture might have been considered so trifling as scarcely to deserve mention; but in the year 1862, the production of sugar-cane sent to the respective manufactories may be estimated as follows:—

250,000	arrobas from	Nerja.
130,000	,,	Frigiliana.
100,000	,,	Maro.
350,000	,,	Torrox.
700,000	,,	Velez.
300,000	,,	Malaga.
1,500,000	,,	Motril.
470,000	,,	Adra.
Total	3,800,000	

Say about 4,000,000 arrobas, or 45,000 English tons, yielding about 15 per cent of sugar, or about 6,750 tons of refined sugar.

The fanega or acre of land yields about 2,000 arrobas of sugar-cane, which at 14 cuartos, or about 1*d.* per arroba=rls. (vn.) 3,395 ; expenses of cultivation rls. (vn.) 1,500 ; or about 20*l.* per fanega clear profit to the manufacturer. 2,000 arrobas will produce about 120 arrobas of sugar, which sold at rs. (vn.) 30 each amounts to rs. (vn.) 3,600 ; from which are to be deducted for expenses, rs. (vn.) 1,146 ; profit, rs. (vn.) 2,454, or about 24*l.* profit on the reduction to sugar of the 2,000 arrobas of cane.

About 10,000 acres of irrigable land are occupied in the growth of the sugar-cane along the southern coast of the Province of Granada, and these ought to produce 5,400,000 arrobas of sugar-cane.

Twenty sugar factories exist in the district before-mentioned ; eight are first class establishments worked by steam on the modern system of refinery ; the other twelve are on the old plan of refinery, by boiling in the open air.

About 5,000,000 of reals, or 50,000*l.*, may be considered as the amount of capital invested in the agricultural growth of the cane, and about 10,000,000 reals, or 400,000*l.*, in the construction and machinery of the twenty factories and refineries, requiring about 20,000,000 of reals, or 200,000*l.*, floating capital to keep them in constant work.

The great drawback offered by the French government to the exporters of French sugars, helps in some degree to keep down the profits of the Spanish manufacturer, the drawbacks paid this year on exportations of sugar in France having greatly exceeded the amount received by the French customs on importations of foreign sugar ; the introduction of the article into Spain from France amounts to 160,000 arrobas of 25 lbs. each, or 2,000 tons, the drawback enabling the French to undersell the Spanish refiner, although their sugars are amenable to the heavy import duty. Sugar has risen lately in price, as much as 8*s.* the hundredweight, owing to the failure of the crops in the East Indies, creating a deficiency of about 50,000 tons ; and to the crops of beetroot in Russia and Poland having likewise proved a failure. In the Havana little sugar remains in consequence of the quantities taken in America. The Brazilian crop being late, will be exposed to the habitual rains at the end of the year. In the West India Islands the cane has suffered from a long drought. In the Mauritius and Reunion the deficit is estimated at from 30 to 35,000 tons. In Louisiana the yield is quite insignificant. The demands from America are calculated at from 30 to 35,000 tons. The beetroot in France is suffering from the attacks of a parasite known as the *Uredo Betoe*, the destructive effects of which have been increased by the dryness of the past season. The general opinion is that the crops this year will not exceed one-third of the average ; while in Spain the lands availed of for the growth of the cane are mostly irrigated from sources little affected by the rainy or dry seasons, and thus the crops have generally been of a fair average production.

The foregoing considerations will evince the importance of this new cultivation in the Spanish Peninsula, the lands in this consular district of the Province of Granada, from its genial climate, almost tropical, being the only ones available for the growth of this remunerating branch of agriculture.

Railways.—The railway in course of construction, which is intended to place the provinces of Malaga and Granada in communication with the rest of the Peninsula, is that from the city of Malaga, *viâ* Antequera, to Cordova, with a branch from Campillos to Granada. The concession

is given in favour of the town of Malaga where the directing management is located; the contractors for the construction of the line are MM. Vitali, Picard, & Co., of Paris. Towards the termination of 1863, the line was opened as far as Alora, 30 kilometers; to and from which place and the intermediate stations two general trains run daily. The contractors have engaged to have the line from Malaga completed and delivered to the Company by the end of 1864. The branch to Granada which is in course of construction and now has about 27 kilometers levelled will then be continued. The contemplated line from the coal mines of Espiel and Belmez, from which great supplies are anticipated by the manufacturers, and steam navigation on this coast (some of the principal coal mining properties having been taken by MM. Paren & Schaken of Paris), induces a hope that the benefits of the coal traffic will add materially to the interests of the Malaga and Cordova line. The extent of the line from Malaga to Cordova is 199½ kilometers, the estimated cost 204,604,396 reals or about two and a-half millions sterling; the government subvention amounts to 71,637,897 reals or about one-third of the estimated cost.

The branch line from Campillos to Granada is calculated at 134 kilometers, the estimated cost 71,919,497 reels. or about one and three-quarters million sterling, the government subvention is 60,000,000 reals, or about 700,000*l.* sterling.

The advantages which will accrue to the Province of Malaga from the completion of these lines are expected to be very great. The oil district of Cordova, and the wine growers of Montilla will then find Malaga to be their nearest port of exportation; Cadiz and Seville will be placed in railway communication with Malaga, and the inconvenient navigation of the Straits of Gibraltar will be avoided by passengers availing of the overland route from the Atlantic to the Mediterranean ports; when the line is completed from Seville to Ciudad Rodrigo, Lisbon also may be reached direct from Malaga by land. The commercial advantages of this line will be correspondingly beneficial for the carriage of lead from the Linares mines, and copper and other ores from the neighbourhood of the Sierra Morena; the rich fruits of this province will find their way to the north with railway speed, and will be consumed in their green instead of dried condition, giving rise to a great increase in the growth of the muscatel grape in this district.

The valuable productions of the Granada districts in grain and oil, will likewise find their way to the coast, and the great interchange of imported articles of bulk, such as heavy machinery and bulky building materials, coal, &c. will create quite a change in a mountainous country like the Kingdom of Granada, devoid of roads, canals and other means of economical transport. Few countries combine the advantages which travellers in this part of the Spanish Peninsula will derive from railway communication, the rapid transition from one large city to another within the day, thus avoiding the indifferent accommodation offered by roadside inns or "posadas," in a country where nearly all the population is concentrated in the large towns. Again the avoidance of dust on the calcined roads in summer, and mud in winter, the cool and rapid circulation in summer in spacious and commodious conveyances, and the protection from assault and robbery on dreary and unfrequented routes.

Telegraphs.—Malaga and Almeria are placed in telegraphic communication with all the great lines on the Continent. The telegraph is established by the government in Spain and monopolized by it whenever it is thought proper. Private communications may be transmitted, official

ones always taking the precedence, and on occasions the private telegrams may be suspended altogether.

This system has its advantages and drawbacks; one advantage is the low rate of premium or cost of messages which the government is continually reducing to its lowest minimum, a communication of ten words being sent to any part of the Spanish Peninsula at the trifling cost of 5 reals or one shilling, and one shilling for every extra ten words.

The government also is enabled to make international contracts, which it has done with France and Belgium; and the same telegram which would cost two shillings to Paris, will cost thirteen to any part of England. The telegraphic communication with Great Britain appertaining to private companies prevents the negotiation. These international arrangements in favour of commercial communications, and this increased cost militate against England to a considerable extent.

The communications in countries where the lines are established by government, are at times monopolized by them; and by a prohibition of transmission by cypher, and dictating the language to be used, the government becomes acquainted with all the communications made, and are at liberty to avail of the intelligence, political or commercial, conveyed through their lines.

It would be a great boon to commercial enterprise, and it would at the same time increase the revenue of the English companies, were a reduction in the price of transmission effected. Spain has derived considerable importance from the adoption of this means of communication, and by the profits derived from it she has been enabled to cheapen this boon to her people.

Taxation.—The government estimates in Spain are supplied by direct taxation, and also by the collection of customs' duties, and those of the corporate cities by the increase of "puertas" or "octroi" duties on the articles of consumption entering the towns. These have all been augmented lately to meet the exigencies of the state. Thus the property tax amounts to 12 or 14 per cent. on land and houses under the head of territorial contribution; there is a further tax upon cattle, under the title of "pecuaria," the licence for merchants to trade has been raised to 6,000 reals de vellon, or 60*l.*, in towns containing above 100,000 inhabitants, amongst which Malaga figures, there has also been a considerable increase in the use of stamped paper. The budget since 1832 has increased from 1,000,000,000 reals, or 10,000,000*l.* sterling, to 2,000,000,000 reals, or 20 000,000*l.* sterling. House rent has risen in equal proportion, and the necessaries of life have increased fully 50 per cent. within the last ten years.

The difficulty, indeed I may say the impossibility, of obtaining the requisite statistical information here, will account for the imperfection of the accompanying reports on the Vice-Consular Districts of Adra, Almeria, and Garrucha.

Return of National and Foreign Shipping Trade at the Port of Malaga, for the Year 1863.

Flag.	INWARDS.											OUTWARDS.						
	Number of Vessels.	Register Tonnage.	Goods Imported.									Number of Vessels.	Register Tonnage.	Goods Exported.				
			Coals and Coke.	Charcoal.	Cod-fish.	Staves.	Timber.			Iron, Sugar, Coffee, Hides, &c.	Raw Cotton.	Other Goods.			Oil.	Wine and Brandy.	Fruits.	Lead.	Other Goods.
							Logs.	Planks.	Deals.										
			Tons.	Tons.	Cwt.	Pieces.	Pieces.	Pieces.	Pieces.	Tons.	Bales.	Tons.			Imperial Tons.	Butts.	Tons.	Tons.	Tons.
Spanish	2,886	274,968	593	1,444	45,588	...	15,050	350	12,600	6,520	6,150	41,581	2,939	279,938	1,000	4,011	500	790	9,905
British	137	29,488	18,872	...	24,656	115,000	...	...	...	...	...	4,206	141	30,108	1,885	1,721	6,695	1,732	79
French	90	16,661	361	...	2,000	68,000	...	3,597	...	...	...	3,680	89	16,520	3,940	1,722	196	831	91
Italian...	72	13,206	...	10,732	...	66,200	...	...	...	...	...	2	72	13,235	...	970	116	8	138
Danish	51	7,445	4,930	...	...	...	6,506	39,000	53,100	...	...	195	54	7,738	2,102	1,516	2,522	1,096	68
Swedish and Norwegian ...	33	8,262	812	...	...	16,200	13,940	43,573	138,000	...	...	92	30	6,332	1,339	309	1,025	435	177
Dutch	29	8,406	1,098	...	...	2,900	...	2,800	...	...	...	92	31	9,239	2,146	561	758	33	94
United States... ...	27	11,938	...	...	...	1,386,880	4,000	1,300	...	...	...	235	32	11,983	16	90	2,246	649	125
Portuguese	17	1,941	...	...	...	...	13,250	53,280	...	...	...	...	18	2,096	...	...	...	...	...
Hanoverian	14	1,514	1,103	...	...	...	...	...	...	...	...	4	16	1,764	991	188	576	118	89
Russian	14	3,450	264	...	...	53,300	...	21,600	59,300	...	...	...	11	2,699	507	52	309	138	...
Prussian	9	2,325	1,869	...	...	...	11,400	...	...	...	...	...	8	2,076	854	13	6	69	21
Belgian	3	1,064	450	...	...	...	...	...	...	...	...	63	6	806	...	...	...	...	...
Other	6	1,594	862	...	...	...	...	...	...	...	...	...	8	2,101	118	68	623	83	29
Total	3,388	382,262	31,214	12,176	72,244	1,708,480	64,146	165,500	263,000	6,520	6,150	50,150	3,455	386,635	14,898	11,221	15,572	5,982	10,816

Malaga, April 23, 1864.

Province of Adra.

The Vice-Consular district of Adra is partly in the province of Granada and partly in that of Almeria. It may be said to extend five leagues eastward, or half way to the city of Almeria, and about ten leagues westward to Motril, thus including fifteen leagues of the Mediterranean coast, which runs almost in a straight line from west to east, excepting the very dangerous capes at its eastern extremity called Points Entinas and Elena; this dangerous coast has been the scene of innumerable shipwrecks. Lighthouses have, however, been erected and lighted within the present year.

The whole of this district, which, taking the coast for its base, may be said to extend indefinitely into the interior, is elevated and mountainous, being composed of several ranges; parallel to the coast and intermediate to it is the lofty range of the Sierra Nevada, 11,673 feet above the level of the sea, in the region of perpetual snow, the direction also east and west. The principal of these ranges are Sierra de Lujar, Sierra de Adra or the Contraviesa, and the Sierra de Gador.

The geological formation of this district is very simple, and being the principal mining district in Spain, I have considered it a matter of interest to enter more into the description of its composition.

The base, and often the principal mass of the mountains, is composed of schistose rocks, probably of the silurian period, and several thousand feet in thickness, the upper part of the great schistose mass, which is that which prevails towards the coast, is composed of shales, soft and decomposing towards the surface, but the lower part graduates into mica slate, which is the prevailing rock in the interior, forming, indeed, nearly the whole of the great Cordillera of the Sierra Nevada.

Towards the coast, the upper part of the mountains and often the greater part of their mass is composed of limestone, probably of the carboniferous period, resting on the shales and exceedingly metalliferous, since it contains within it all the great lead mines of the district.

In many of the valleys and also near the coast are tertiary deposits (sands, limestones and conglomerates) of limited extent, and where the rivers, fed by the mountain torrents, reach the sea, alluvial deposits of great fertility are formed; as at Adra, Almeria, and Motril, the latter being one of the few spots in Europe where the cotton plant has been cultivated with success.

The immense mountain masses forming the greater part of this district, rising in the Sierra de Lujar to 5,500 feet, and in the Sierra de Gador to 7,150 feet, English, above the level of the sea, are generally barren, the cultivation being principally confined to the narrow valleys and occasional tracts of level ground, more especially to the great mountain valley of the Alpujarras, which separates the lofty Sierra Nevada from the lower and nearly parallel coast ranges.

Agricultural industry is thus naturally limited; but as the limestone mountains are rich in minerals, especially lead ore, a wide field is opened for mining and metallurgical industry, which affords employment to a considerable population, particularly in the eastern part of the district, as at Adra, Berja, Dalias, &c. The great deposits of lead ore are found in the celebrated Sierra de Gador, and that of Motril and

the mountains near it, as in the Solana del Fondon to the north, and in the Contraviesa near Turon to the west. Within the last ten years, also, many important lead mines have been opened in the Sierra de Lujar, about five leagues north of Motril. The lead ore occurs in the limestone rocks, the mountains intermediate being composed of slaty or schistose rocks, and affording no mineral except copper ore in small quantities.

The principal towns of the district are near the coast, being Berja, population 12,000; Dalias, 10,000; Adra, 10,000; Albuñol, 8,000; and Motril, 14,000. The agricultural villages in the interior generally do not exceed a population of from 1 to 3,000. In the mines of Sierra Gador, which are at a great elevation and where a great deal of snow falls, there is a floating population of probably about 10,000 men; and this population has extended even to 22,000 in the more flourishing period of the mines.

The rivers of this district are little more than mountain torrents, carrying out vast bodies of water to the sea; swollen by the melting of the snow in the winter and spring, they are almost dry in summer. The roads are generally of the worst description, unfit for carts; so that the carriage is performed by donkeys and mules which load respectively from 2 to 2½ cwt. of ore. About 1,000 of these animals are daily employed in carrying the lead ore from the mines to the smelting works of Adra.

It will be thus seen, that the people of this district are supported by a comparatively limited agricultural and a considerable mining industry; the latter especially giving rise to a large exportation. Adra is the place where the great lead shipments are effected.

In Motril the exportation is both mineral and agricultural, but chiefly coastwise. The productions are the sugar-cane and sugar, wines, brandies, grapes, raisins, almonds, figs, and the valuable fibrous esparto or bass feather grass, Spanish rush or *spartium junceum* of the Romans, greatly used for making ropes and baskets for the mines. The esparto is exported occasionally to Italy, and should the experiments now being made in England, France, and America, with a view to the manufacture of paper from this substance, prove successful, a trade of great value and importance will be opened.

The principal trade of Adra and its district is carried on by French vessels, which bring Spanish coal from Gijon. Foreign shipping being allowed to coast trade in this article alone in order to encourage the coal fields of Asturias, and for which purpose the high rate of duty on the importion of foreign coal is kept up amounting to rls. (vn.) 35 s. 20, or 7*s.* per ton, a measure of rather dubious expediency, inasmuch as it cramps the manufacturing energies of the whole peninsula for the special promotion of one particular branch of industry. These French vessels get a return freight of lead for France, which country derives her chief supply of said metal from this Spanish district; thus the number of French vessels visiting Adra yearly is usually three times as great as that of all other nations put together. English vessels generally return in ballast; Italian vessels arrive there in ballast and take cargoes of lead; American vessels arrive in ballast, receive part cargo of lead, and proceed to Malaga to complete with fruits and wines.

The commissions generally charged are:—on lead 2½ per cent., and on fruits and wines 5 per cent. and upwards.

The general freights for English ports are from 19*s.* to 20*s.* per ton, lead 10*s.* per ton, to France 15 francs, or about 12*s.*

The wages of Spanish matriculated sailors, the only persons

allowed to work at the loading and discharging of vessels in Spanish ports, is about 19 reals, or 4*s.* per diem.

Extensive as are the mining operations and manufacture of lead at Adra, there is no English commercial house established there, nor are any English employed; the trade is carried on entirely by Spanish houses and native workmen. Mr. Frederick Burr, the acting English Vice-Consul, a most intelligent geologist and mining engineer, in charge of several mines commenced by an English experimental company, situated in the neighbourhood of Berja, being the only English resident in the district.

The articles exported from this district consist of :—

Sugar at from 30 rls. (vn.) (= 6*s.* 3*d.*) to 50 rls. (= 10*s.* 6*d.*) the arroba of 25 lbs. English.

Wines at about 22 rls. (= 4*s.* 7*d.*) per arroba of 3½ English gallons.

Brandy at about 80 rls. (= 16*s.* 8*d.*) the arroba, or 3½ English gallons.

Grapes at present scarce, occasioned by the vine disease.

Raisins at about 20 rls. or (4*s.* 2*d.*) the arroba of 25 lbs.

Almonds at about 80 rls. (= 16*s.* 8*d.*) the arroba of 25 lbs.

Figs of very superior quality about 12 rls. (= 2*s.* 6*d.*) the arroba of 25 lbs.

Esparto or grass about 3 rls. (= 7½*d.*) the 25 lbs. Chiefly for foreign exportation.

Foliated lead ore, used in the manufacture of pottery ware, about 13 or 14 rls. (= 2*s.* 11*d.*) per arroba of 25 lbs.

Calamine or carbonate of zinc, the best contains about 40 per cent. of metallic zinc, and is shipped at about 2*s.* per quintal of 100 lbs. When calcined previously to shipment the product is raised to 60 per cent.

The working and exportation of calamine or zinc ore have been carried on upon a large scale during the past year, by a French and Belgian company; the quantity exported has been considerable, say 103,599 quintals, or 5,000 tons; but the operation has not, I understand, given a favourable result so far, though the ore is found near the surface and in some places of good quality.

The chief drawback to this branch of mining industry consists in the cost of carriage which, as there are no cart roads, is performed by loaded mules and donkeys. The increase of cost is not very much felt by lead ores, but it weighs heavily on a cheap ore like the calamine, which is only about one-fourth of the value of the lead, say something like 10 rls., or 2*s.*, the quintal of 100 lbs.

I have little doubt but that the working and exportation of zinc ore will hereafter be resumed, especially if there be sufficient enterprize to improve the roads from the mines to the coast.

Copper ore oxides and carbonates are to be found, and have been shipped, though in no great quantities, at about 12 rls., or 2*s.* 6*d.*, per quintal of 100 lbs.

Manufactured products and their prices :—

These are only lead and silver, with all the manufactured articles and materials which are afforded to the trade by the former metal in its various chemical and other preparations.

The smelting of lead ore and production of pig lead is carried on in many different works, but it is only in the great "Fabrica de San Andrés," the property of Messrs. Heredia, that this metal assumes a manufactured form, and that silver is obtained by the refining of

argentiferous lead. The products are, small shot, sheet lead, lead pipes, white lead, litharge, and minium.

The argentiferous lead and lead ores are brought for the purpose of reduction from Motril, Sierra Almagrera, Carthagena, &c., the lead ore of the Sierra de Gador, and of this district generally, being poor in silver, though of the best and richest quality for lead, containing as much as 60 to 70 per cent. of that metal.

The quality of the lead from this district is excellent, as it is smelted from a pure ore containing neither zinc, arsenic, or other contaminating substances.

The export of lead may be stated at from 350 to 400,000 quintals, or about 200,000 tons per annum. The price on board varies from 70 to 80 reals of vellon, or 14*s.* to 16*s.*, per quintal of 100lbs., about 20*l.* the ton; the second class about 10*s.* lower.

The export of silver fluctuates greatly, from 6,000 to 9,000 lbs.; value 23 reals, or 4*s.* 6*d.* per ounce.

The labouring population, both those employed in the mines and in the smelting works, are intelligent, skilful, and hardworking. The general rate of wages may be stated to average about 7 reals per diem.

In Adra and its vicinity there are seven lead smelting works, viz.: those of San Andrés, situated in the town, belonging to Messrs. Heredia.

Close adjoining the town are those of Messrs. Torres and Gallardo, Don Cristobal Barrionuevo, Messrs. Castillo and Camara, and Don Nicholas Sauchez.

Eastward of the town, and at the distance of half a league and more, respectively, are those of Messrs. Guerrero and Co., on the Rio Grande, and Messrs. Lupion and Co., on the Rio Chico.

Near Berja and Dalias, there are several smaller works, but on a scale inferior to the preceeding.

The production of acid from the molasses in the refuse of sugar factories, being much cheaper than vinegar, is superseding the use of the latter in the manufacture of whitelead, and is attended with very satisfactory resutls.

Esparto.—Some very important experiments have been tried in Almeria, and in England also, within the last year, for the manufacture of paper from this fibrous grass, and which promise to answer well.

Should the esparto be found to succeed on the large scale, the value of this substance and the demand for it will increase immensely; in fact, this year from the increased demand, it has risen to about 60*s.* per ton, on board; and looking to the identity of latitude and climate of the contiguous Province of Almeria, where it is very abundant, it is reasonable to suppose that although now growing wild on the mountainous districts, it is susceptible of being cultivated in better land, and of being produced to a very large extent. The use of this grass for paper is becoming an object of European interest, owing to the increased demand for the production of paper and the limited supply of rags.

Foreign Articles of Importation.—These are very limited, consisting of English coke for the smelting works, English coal in lesser quantity, and English fire-bricks to a considerable extent for the construction of the furnaces, and at times, English ironwork and machinery.

The trade in fruits and wines is insignificant; it is merely a coast-

ing trade; and the same may be said of the supplies of brandy from a distillery located at La Rabita; the greater part of the produce is sent to Malaga for the vintage shipments.

General Remarks.—Having given a general view of the natural features and productions of the district of Adra, a slight sketch of the mines, the source of this most important industry and the great staple of our exportation, will not be misplaced.

The mines of the Sierra de Gador have from the time of the Romans, and probably from a period long anterior,—that of the Phœnicians,—conferred wealth and importance on the port of Adra, from their immense production of lead ore of the best and purest quality, which, being obtained so near the coast, has admitted of a cheap and easy exportation to every quarter of the globe.

The principal lead mines of the celebrated Sierra de Gador, one of the richest lead districts known in the world, are situated about four leagues north-east of Adra, and near the town of Berja, which, although destroyed by an earthquake in 1804, has assumed considerable wealth and importance within the last 30 or 40 years, since the mines have been worked with increased activity.

The mines are mostly high in the Sierra and at an elevation of about 5,000 feet above that of the Mediterranean coast. The ore generally commences, though in small quantity, near the surface, but seldom attains much development till it reaches the depth of from 50 to 100 yards. The mines are generally from 100 to 200 yards in depth, but many reach 300, and some few as much as 350 yards. The deposits of lead ore run generally from S.W. to N.E., with an inclination to the N.W.

The ore occurs in the form of irregular beds, containing in places masses or "bolsadas" of immense richness; and in many of these mines, two, three, and even four of these beds have been found one below the other, and generally about 50 or 60 yards apart.

Owing to the elevated situation of the mines, they have no water, and are worked without any application of machinery. The system of mining is rude, but the work is effected with great economy, and many of the mines have yielded enormous profits, the ore being abundant, of the purest quality, and very cheaply extracted.

At the most flourishing period, the exportation which has now been carried on since the year 1757, has been more than double what it is at present, having reached the enormous figure of 800,000 quintals, or about 40,000 tons per annum, according to official data, but probably little short of 1,000,000 quintals, an export duty existing at that time which discouraged the presentation of veracious reports on the part of the exporters.

The metallurgical works are carried out with much economy and practical skill, and though some improvements might doubtless be introduced by science, there is already so much capital invested in this branch of industry, that little, if any, opening can be said to exist for foreigners. The same observation may be made with regard to the mining explorations.

EXPORTATION of Lead, Galena, Silver, and calcined Calamine from Adra, in 1863:—

Months.	Lead.	Galena.	Silver.	Calamine.
	Quintals.	Quintals.	lbs.	Quintals.
January	32,210	4,230	600	3,000
February	18,040	2,538	1,600	5,800
March	21,750	962	..	1,000
April	22,562	1,509	800	25,560
May	36,705	3,680	..	16,000
June	24,100	6,626	..	16,660
July	22,381	4,010	..	3,100
August	34,796	4,435	700	6,800
September	25,637	2,352	1,400	..
October	24,238	2,498	..	..
November	27,025	1,267	..	..
December	52,517	1,831	1,500	..
Total	341,961	35,938	6,600	77,920

PROVINCE OF ALMERIA.

Shipping and Navigation.—The port of Almeria is very safe for vessels of all sizes; an excellent quay has lately been constructed, alongside of which ships even of 1,000 tons may be moored, unloaded, and laden in the most commodious manner.

Roquetas has lately been licensed as a place of refuge or call for shipping windbound, or for the purpose of procuring supplies of provisions. It affords good anchorage for vessels of all sizes: they are sheltered from south-westerly, northerly, and north-westerly winds, and the place is allowed to be a very safe and commodious anchorage. It is situated about four leagues to the westward of Almeria.

At the Tower of San Miguel, between Almeria and Cape de Gatt, vessels may anchor with safety in the roadstead for shelter against the easterly winds. Shipments of esparto, or Spanish grass may be made at this place, but vessels must be cleared at the Almeria custom-house for the purpose.

258 national vessels of 11,864 tons have entered Almeria in 1863 in ballast.

846 national vessels of 55,604 tons with cargoes.

106 foreign vessels with 17,672 tons in ballast, and 68 foreign vessels with 13,344 with cargoes and transit.—Total, 1,278 vessels 98,484 tons.

Average for the last ten years:—

National	1,050.
Foreign	150.

Of the above, 63 have been English ships in 1863, and 40 the average for the last 10 years. The greater part of these vessels arrive in ballast or with transit for America, and fill up with lead ores and esparto grass: those that arrive loaded bring coke, coal, firebricks, machinery, and sawdust from England.

Trade and Commerce.—There are several manufactories of saltpetre, white lead, leather, soap, pottery, and bricks, hats and esparto grass, ropes, and mat; there is also a shot tower. In none of these industrial undertakings are steam engines employed or foreigners engaged.

There are 13 smelting works in operation availing of the sulphurets and carbonates of lead ore produced principally from the Sierra de Gador mines. These ores are for the most part smelted in reverberatory and blast furnaces; cupelling for silver is not adopted at Almeria, the lead ores of the district containing little or none of that metal. The average price of lead ore has been 40 reals, or 8*s.* 4*d.* per Spanish quintal of 100lbs. at the mines; the amount of lead produced at these works has been about 8,000 tons this last year.

Zinc.—There exist in the Almeria district numerous mines of this ore worked only since the last three years; said mines have not been sufficiently explored to estimate the importance of the calamine ore; but the probability is, that many of them are susceptible of great development, the carbonate of zinc is of good quality; this ore is principally exported to Belgium and France. 1,616 tons went to the former country, and 1,058 to the latter; the trade is considerably on the increase. There are two calamine or zinc works established in this district.

Barilla is likewise grown in this district, principally for Spanish consumption, the artificial alkali having substituted its use for the manufacture of soap in foreign countries. The amount produced may be estimated at 10,000 quintals of 100 lbs. weight.

Esparto.—The exportation of this raw material for England has amounted to about 10,000 tons this last year. Hitherto the use given to esparto grass has been the manufacture of ropes and mats, employing a large part of the inhabitants of the district; but it is now applied in England to the making of paper, and its exportation to British ports is likely to be considerably increased. The average price of raw esparto in 1863 has been 12 reals the quintal of 100 lbs.

Agriculture.—There is a very large production of grapes in this district, and of a quality suitable for exportation; they are well known in England, Russia, and the United States, to which countries they are principally exported in barrels as "Almeria grapes."

The ordinary kinds of oranges, grapes, and almonds, lemons, figs, and other fruits are grown in this district, but not in sufficient quantities for exportation.

Public Works.—There are no railways constructed or in contemplation in this district. The roads from the interior and from the mines are very indifferent, creating increased expenses on the carriage of most articles; but some new roads are in course of construction.

The coast is well lighted, one lighthouse existing at Almeria, one on Cape de Gatt, on Point Sabinal, and another at Roquetas.

Spanish coasting steam boats call about once a week, both ways, east and west, and generally load for the Spanish ports, the passenger traffic to this port being trifling.

The importance of Almeria as a commercial port has greatly increased of late years; the town has been embellished with many new buildings. The lead, esparto, and grape trade, all of which are considerable, afford occupation to the principal part of its population. The production of barley is likewise on the increase. The mountainous nature of the district, however, interposes a natural barrier to prevent Almeria from keeping pace with the other more favoured provinces of the Spanish Peninsula.

District of Garrucha.

The Vice-Consluar District of Garrucha is the most eastern of the ancient kingdom of Granada, bordering on the confines of Murcia, and extending from near Cape de Gatt to Aguilas. It may be considered one of the richest and most extensive mining districts in the Spanish Peninsula.

In the year 1840 a splendid lode of lead ore, rich in silver, was discovered, which gave rise to an enormous amount of speculation, attracting the attention of all classes throughout the south of Spain. A large sum of money was expended in the neighbouring villages of Cuevas and Vera, in the purchase of shares, sent from the large cities of Andalusia. and even from Madrid during the first years of the discovery, which led to a species of gambling as to the chances of finding ore in the manifold mining undertakings in the neighbourhood.

The blighted expectations of speculating parties caused the mania to subside, but several large smelting establishments were founded, and seven now exist and are in full operation.

The refractory Almagrera ore is smelted in blast furnaces, and the argentiferous lead is cupelled for silver. Upwards of 1,000 tons of silver has been produced from Almagreramine s within the last twenty years, and the mining enterprise is leading every day to new discoveries on the sea coast, the cost of carriage from the interior checking the operations from that quarter owing to the wildness of the country, and the want of roads and carriage conveyance. The neighbourhood of the Sierra Felabres being rich in lead and copper minerals.

The trading operations of this district may be judged of by the increase of vessels visiting the roadstead of Garrucha, which, in 1840, was only a small fishing village, scarcely ever visited by square rigged vessels.

In the year 1852 as many as 427 national and 50 English vessels visited the roadstead of Garrucha; the latter laden with coals, coke, and machinery from the Tyne and Wales.

In the year 1862 the number increased to 551 national and foreign vessels and 87 English. From 3,000 to 4,000 tons of lead have been exported from this Vice-Consular district for England, France, and the United States annually, for the last few years.

The places where vessels are allowed to load and unload in the Vice-Consular district of Garrucha, are—Terreros, Villaricos, Palomares, Ferreyla, Carbonera, Agua Amarga, Cala del Plomo, Las Negras, and Garrucha. All these places are licensed for the exportation of the produce of the Peninsula; Garrucha, Terreros, Villaricos, and Palomares for the importation of coke, coals, and machinery only. Vessels bound for Garrucha are admitted to pratique on arrival; those bound to the other places must first call for pratique at Garrucha before arriving at their destination; when clearing outwards they send their papers to Garrucha, but they need not touch there for that purpose.

Vessels anchoring at Garrucha during the winter season are much exposed from the easterly gales; they should therefore keep prepared to get under weigh immediately should it blow hard from that quarter. As many as six large English barques were stranded and became total wrecks at Garrucha, Villaricos, and Palomares during an

easterly gale in the year 1852, through neglect of this necessary precaution.

Seven lead smelting establishments exist within this district, and are in active operation. Blast furnaces only are used for the refractory ores produced here. Pattison's dissilverizing process and cupelling for silver are used; the silver pays 5 per cent., and the lead 5 per cent. royalty on leaving the establishment, and the metals are assayed by the government inspector on application for transfer. Poor lead ores from Carthagena and Almeria are imported here to serve as fluxes for the reduction of the rich Almagrera silver lead ores. The prices of the ores vary according to the metal per centage by assay, viz.: lead from 40 to 60 cents of a real de vellon per pound, and silver from 10 to 19 reals per ounce.

Few of these works now extract the silver; the lead is generally sent to Newcastle and Marseilles to be dissilverized. The produce last year was from 3,000 to 4,000 tons of lead and 150,000 ounces of silver.

One iron smelting and rolling establishment has been put up lately at Garrucha, producing about 2,000 tons annually.

120,000 quintals (of 100 lbs.) of esparto, or Spanish grass have been exported last year from this district, price about 4*l.* to 4*l.* 10*s.* per English ton of 22 quintals. In the country it is used for making mats, ropes, and baskets for domestic and mining purposes. One-half of the quantity exported was sent to England for making paper, a trade which has sprung up within the last four years, and has nearly doubled the price of this new raw material in consequence.

Barilla is grown in this district but its cultivation is on the decline; it is only exported coastwise to Malaga and Barcelona for the consumption of the soap factories.

There is no port or safe harbour within this Vice-Consular district, and steamers do not touch at any of the places aforementioned; neither are there any large towns, and the country is very mountainous, offering little inducement for railway undertakings or even common roads, which might tend to develope the great mineral resources of this part of Spain.

Malaga, April 23, 1864.

PUERTO RICO.

Report by Mr. Consul Cowper on the Trade of the Island of Puerto Rico for the Year 1863.

THE production of the Island of Puerto Rico met with a slight check in the quantity of its sugar, owing to a long continued drought, which seriously injured the canes upon the south side of the Sierra, in the neighbourhood of Ponce and Arroyo; but, on the other hand, the planting of cotton has been very successful, and has quadrupled the crops of any former year, the canes upon the north side having suffered less than those upon the south, the diminution in the manufacture of sugar will not exceed six per cent. as compared with that of 1862.

The general commerce of the Island presented no new feature, it maintained its progressive character, notwithstanding the slight falling off in the export of sugar, the total value of the imports being 1,839,821*l.* 13*s.* 6*d*, of which 775,987*l.* 16*s.* was from Great Britain or her colonies, and the total value of exports 1,178,729*l.* 4*s.*, of which 510,199*l.* 17*s.* 6*d.* was for Great Britain or her colonies, thus presenting a general increase over that of 1862, particularly as regards the United Kingdom.

The amount of shipping has also materially increased, especially of those under British colours, although it must be borne in mind that, owing to the American War, many of these are actually vessels of the United States. The war in St. Domingo has also temporarily affected the amount of shipping, owing to the quantity of transports calling at the port of St. Juan.

Two laws in favour of shipping have been recently promulgated, one taking off a duty of 2½ per cent. upon vessels from St. Thomas, and the other abolishing the fines of 200 dollars, hitherto imposed upon vessels coming from Spain in ballast, with manifests unsigned by the Spanish authorities.

The want of a bank is still sorely felt in the Island, as agriculture is greatly retarded, owing to the difficulty of obtaining money at a lower rate of interest than 2 per cent a month. Improvements are, however, being introduced to the Island. The preliminary surveys for a railway from the capital to Arecibo are completed, and one from Arroyo to Ponce is about to be commenced; the Government has also a large sum of money in hand for the purpose of bringing water to the capital, which it is about to apply to this very necessary object.

TRADE RETURNS.

RETURN of the Imports at the Ports of Puerto Rico in the year 1863.

	$	cts.	
From Great Britain	3,879,893	30	
Spain	2,153,430	95	
United States	2,206,053	54	
France	126,474	58	
Germany	407,405	77	
Italy	147,823	89	
Other Countries	178,026	30	
Total	$9,199,108	33	or £1,839 13*s.* 6*d.*

RETURN of the Exports at the Ports of the Island of Puerto Rico in the year 1863.

Names of Articles.	To Great Britain and Colonies.		To Spain.		To United States.		To France.		To Germany.		To Italy.		To Other Countries.		Totals.			
															Quantities.		Value.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights or Measures.	English Weights or Measures.	Foreign Money.	English Money.
Sugar ... ... tons	15,030		2,000		24,725		2,114		1,400		...		1,950		75,189	66,167		
Coffee ... ... lbs.	721,860		8,376,722		456,410		2,501,811		300,602		5,061,100		3,506,712		24,625,518	21,712,457		
Tobacco	291,152		...		592		...		5,615,949		...		146,262		6,153,955	5,415,481		
Cotton	106,381		816,932		2,000		...		...		...		105,897		331,209	291,466		
Molasses ... gallons	311,054		7,823		5,072,692		...		...		...		178,371		5,572,645	5,572,645		
Hides ... ... lbs.	5,000		651,033		25,523		...		4,360		...		111,765		827,681	728,859		
Rum ... ... quarts	67,145		136,532		57,000		9,500		...		...		122,653		449,795	449,795		
Cattle ... ...heads	1,401		1,402		...		...		...		...		...		5,803	5,803		
		2,350,999 Dols. 61 Cts.		653,108 Dols. 59 Cts.		1,976,136 Dols. 47 Cts.		236,408 Dols. 30 Cts.		246,214 Dols. 61 Cts.		18,404 Dols. 18 Cts.		106,692 Dols. 90 Cts.			5,893,361 Dols. 72 Cts.	21,178,792 [illegible]

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SPAIN.

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Return of British Shipping at the Port of St. Juan de Puerto Rico in the Year 1863.

Direct Trade in British Vessels from and to Great Britain and the Colonies.

ENTERED.							
Total Number of Vessels.			Total Tonnage.			Total Crews.	Total Value of Cargoes.
With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
50	59	109	6,684	*48,386	55,070	4,816	£50,100
CLEARED							
29	80	109	3,037	*54,806	57,843	4,810	£64,082

Indirect or Carrying Trade in British Vessels from and to other Countries.

Nationality.	ENTERED.							
	Number of Vessels.			Total Tonnage.			Number of Crews.	Value of Cargoes.
	Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.		
United States	29	...	29	3,597	...	3,597	204	£16,432
Spain...	1	...	1	201	...	201	9	1,002
Denmark	...	5	5	...	789	789	40	...
Ports of the Island... ...	1	1	2	156	194	250	34	552
Totals	31	6	37	3,954	983	4,837	287	£17,986
	CLEARED.							
United States	16	1	17	2,171	114	2,285	119	£15,173
Spain...	2	1	3	420	83	503	41	1,741
Denmark	2	2	4	388	447	835	69	1,592
Ports of the Island... ...	10	22	32	1,901	3,639	5,538	274	4,090
Totals	30	26	56	4,880	4,283	9,161	503	£22,596

* Including the steamers of the Royal Mail Company.

RETURN of the British and Foreign Shipping at the Port of St. Juan de Puerto Rico in the Year 1863.

Nationality.	ENTERED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British	81	10,658	670	65	49,519	4,433	146	55,907	5,103	£68,086
Spanish	223	19,763	2,115	10	1,500	150	233	21,263	2,265	536,900
American	38	4,520	315	4	505	46	42	5,026	361	50,000
French	7	813	56	...	...	...	7	813	56	11,203
Dutch	7	711	52	...	...	...	7	711	52	1,506
Oldenburg	1	150	10	...	...	...	1	150	10	350
Bremen	5	716	67	1	130	10	6	846	77	9,042
Italian	10	2,250	120	...	...	...	10	2,250	120	11,431
Hamburgh	4	687	53	1	110	9	5	797	62	16,412
Portuguese	3	514	32	...	...	...	3	514	32	1,768
Danish	7	809	65	...	...	...	7	809	65	5,000
Hanoverian	4	512	24	...	...	...	4	512	24	4,111
Swedish	2	300	22	...	...	...	2	300	22	1,624
Russian	1	300	24	...	...	...	1	300	24	987
Venezuelan	2	150	8	...	...	...	2	150	8	560
Total	397	42,853	3,633	81	51,764	4,648	478	94,617	8,281	£718,980
	CLEARED.									
British	59	7,917	510	106	59,089	5,450	165	67,006	5,960	£86,682
Spanish	212	19,111	1,956	16	3,060	186	228	22,171	2,142	709,612
American	36	4,360	290	4	506	46	40	4,866	356	25,120
French	7	813	56	...	...	...	7	813	56	9,124
Dutch	7	711	52	...	...	...	7	711	52	1,632
Oldenburg	1	150	10	...	...	...	1	150	10	580
Bremen	6	846	77	...	...	...	6	846	77	3,240
Italian	9	2,000	110	1	250	10	10	2,250	120	4,406
Hamburgh	5	797	62	...	...	...	5	797	62	6,211
Portuguese	3	514	32	...	...	...	3	514	32	2,540
Danish	7	809	65	...	...	...	7	809	65	3,010
Hanoverian	4	512	24	...	...	...	4	512	24	2,076
Swedish	2	300	22	...	...	...	2	300	22	1,180
Russian	1	300	24	...	...	...	1	300	24	976
Venezuelan	2	150	8	...	...	...	2	150	8	811
Total	361	39,390	3,298	127	62,905	5,692	488	102,295	8,980	£836,200

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of St. Juan de Puerto Rico in the Year 1863.

Nationality.	ENTERED.					
	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Spanish	201	14,454	32	6,809	233	21,263
American	42	5,026	...	...	42	5,026
French	7	813	...	...	7	813
Dutch	7	711	...	...	7	711
Oldenburg	...	...	1	150	1	150
Bremen	5	716	...	...	5	716
Italian	10	2,250	...	...	10	2,250
Hamburgh	4	687	...	...	4	687
Portuguese	3	514	...	...	3	514
Danish	7	800	...	...	7	809
Hanoverian	4	512	...	...	4	512
Swedish	2	300	...	...	2	300
Russian	...	...	1	300	1	300
Venezuelan	2	150	...	...	2	150
	CLEARED.					
Spanish	205	17,530	23	4,641	228	22,171
American	40	4,866	...	...	40	4,866
French	7	813	...	...	7	813
Dutch	7	711	...	...	7	711
Oldenburg	...	...	1	150	1	150
Bremen	6	846	...	...	6	846
Italian...	10	2,250	...	...	10	2,250
Hamburgh	5	797	...	...	5	797
Danish	7	809	...	...	7	809
Hanoverian	2	260	2	252	4	512
Swedish	...	...	2	300	2	300
Portuguese	3	514	...	...	3	514
Russian	1	300	...	...	1	300
Venezuelan	2	150	...	...	2	150

The Coasting Trade is prohibited to foreign flags.

RETURN of British Shipping at the Port of Mayaguez in the Year 1863.

Direct Trade in British Vessels from and to Great Britain and the British Colonies.

ENTERED.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
39	2	41	3,843	325	4,168	248	£51,200
CLEARED.							
38	13	51	5,313	1,426	6,739	340	£77,200

Indirect or Carrying Trade in British Vessels from and to other Countries.

Countries.	ENTERED.							
	Number of Vessels.			Tonnage.			Number of Crew.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States	12	...	12	1,474	...	1,474	73	17,000
Spain	...	2	2	...	524	524	17	...
Hamburgh	1	...	1	177	...	177	8	3,000
Island of Puerto Rico ...	10	12	22	1,453	2,078	3,531	195	17,200
St. Thomas	2	5	7	405	1,201	1,606	57	1,700
France	...	1	1	...	328	328	10	...
Cuba	...	2	2	...	260	260	13	...
St. Domingo	...	2	2	...	388	388	52	...
Venezuela	1	...	1	118	...	118	8	1,000
Total	26	24	50	3,627	4 779	8,406	433	39,900
	CLEARED.							
United States	20	...	20	2,874	...	2,874	123	34,900
Spain	1	...	1	320	...	320	11	7,000
Island of Puerto Rico ...	5	7	12	762	856	1,618	122	7,900
France	1	...	1	246	...	246	9	4,500
Cuba	2	...	2	181	...	181	11	2,000
St. Domingo	...	2	2	...	388	388	52	...
Total	29	9	38	4,383	1,244	5,627	328	56,300

Return of British and Foreign Shipping at the Port of Mayaguez in the Year 1863.

Nationality of Vessels.	ENTERED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	
										£
British	65	7,470	402	26	5,104	279	91	12,574	681	91,100
American	80	13,991	639	7	1,491	64	87	15,482	703	153,400
Spanish	85	16,384	1,753	43	8,720	1,131	128	25,104	2,884	242,356
French	4	593	43	...	...	...	4	593	43	13,000
Sardinian	2	430	22	2	458	23	4	888	45	4,000
Hamburgh	3	698	36	...	...	...	3	698	36	10,950
Bremen	2	420	20	1	234	12	3	654	32	5,400
Danish	...	...	...	2	294	16	2	294	16	...
Dutch	12	502	125	3	122	32	15	624	157	3,980
Prussian...	...	...	...	1	300	11	1	300	11	...
Mecklenburg	...	...	...	1	394	14	1	394	14	...
Venezuelan	1	58	12	...	...	...	1	58	12	100
Oldenburg	4	693	32	1	210	9	5	903	41	18,000
Hanoverian	...	...	...	1	176	9	1	176	9	...
Austrian...	...	...	...	1	360	10	1	360	10	...
Total	258	41,239	3,084	89	17,863	1,610	347	59,102	4,694	547,286
	CLEARED.									
British	67	9,696	452	22	2,670	216	89	12,366	668	133,500
American	72	12,551	573	16	3,154	136	88	15,705	709	127,784
Spanish	59	11,394	1,039	69	14,212	1,845	128	25,606	2,884	159,420
French	7	1,054	75	1	40	9	8	1,094	84	22,650
Sardinian	5	1,186	59	...	...	...	5	1,186	59	46,900
Hamburgh	3	698	36	...	...	...	3	698	36	23,940
Bremen	3	690	31	1	234	12	4	924	43	7,050
Danish	2	294	16	...	...	...	2	294	16	2,700
Dutch	1	403	80	8	303	83	16	706	163	1,530
Prussian...	1	300	11	...	...	...	1	300	11	7,000
Mecklenburgh	1	394	14	...	...	...	1	394	14	3,140
Venezuelan	1	58	12	...	...	...	1	58	12	200
Oldenburg	4	733	33	1	170	8	5	903	41	20,000
Hanoverian	1	176	9	...	...	...	1	176	9	3,000
Austrian...	1	360	10	...	...	...	1	360	10	2,700
Total	235	39,987	2,450	118	20,783	2,309	353	60,770	4,759	5 2,804

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Mayaguez, Puerto Rico.

Nationality.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENTERED.						
American	...	...	87	15,482	87	15,482
Sardinian	...	...	4	888	4	888
Bremen	...	...	3	654	3	654
Mecklenburg... ...	...	...	1	394	1	394
Venezuelan	...	...	1	58	1	58
French	...	...	7	1,050	7	1,050
Danish	...	...	2	294	2	294
Hamburgh	...	...	3	698	3	698
Hanoverian	...	...	1	176	1	176
Dutch	...	...	15	624	15	624
Oldenburg	1	158	4	745	5	903
Prussian	...	...	1	300	1	300
Austrian	...	...	1	360	1	360
Spanish	3	369	125	24,735	128	25,104
Total ...	4	527	255	46,458	259	46,985
CLEARED.						
American	6	1,068	82	14,637	88	15,705
Sardinian	...	...	5	1,186	5	1,186
Bremen	1	216	3	708	4	924
Mecklenburg... ...	...	...	1	394	1	394
Venezuelan	...	...	1	58	1	58
French	2	437	6	657	8	1,094
Danish	1	124	1	170	2	294
Hamburgh	...	...	3	698	3	698
Hanoverian	1	176	...	...	1	176
Dutch	...	...	16	706	16	706
Oldenburg	4	733	1	170	5	903
Prussian	1	300	...	...	1	300
Austrian	...	...	1	360	1	360
Spanish	8	1,206	120	24,400	128	25,606
Total ...	24	4,260	240	44,144	264	48,404

RETURN of British Shipping at the Port of Ponce, Puerto Rico, in the Year 1863.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Total Number of Vessels.			Total Tonnage.			Total Number of Crew.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
ENTERED.							
48	5	53	4,595	517	5,112	357	£43,474
CLEARED.							
63	15	78	9,861	1,580	11,441	600	£151,200

Indirect or Carrying Trade in British Vessels from and to other Countries.

Countries.	ENTERED.							
	Number of Vessels.			Tonnage.			Number of Crew.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States	15	...	15	2,061	...	2,061	112	21,799
St. Thomas	2	25	27	234	4,544	4,778	221	350
Spain	...	3	3	...	831	831	32	...
Teneriffe	...	3	3	...	405	405	22	...
Martinique	...	1	1	...	116	116	7	...
San Domingo	...	1	1	...	226	226	10	...
Coastwise	3	11	14	373	2,482	2,855	123	2,900
Total	20	44	64	2,668	8,604	11,272	527	25,049
	CLEARED.							
								£
United States	22	...	22	2,841	...	2,841	159	35,038
Cuba	...	2	2	...	233	233	15	...
Coastwise	...	15	25	...	1,869	1,869	110	...
Total	22	17	39	2,841	2,102	4,943	284	35,038

Return of British and Foreign Shipping at the Port of Ponce, Puerto Rico, in the Year 1863.

Nationality.	ENTERED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British	68	7,263	466	49	9,121	418	117	16,384	884	68,523
American ...	43	8,843	383	12	2,356	98	55	11,199	481	69,800
Spanish ...	48	4,730	438	...	...	...	48	4,730	438	138,714
Hamburg ...	2	420	22	2	462	23	4	882	45	4,000
Danish ...	2	330	20	...	...	...	2	330	20	14,000
Hanoverian ...	1	192	11	...	...	...	1	192	11	5,145
French ...	1	330	14	...	...	...	1	330	14	18
Russian ...	...	...	...	2	487	25	2	487	25	...
Bremen ...	...	...	...	1	167	11	1	167	11	...
Oldenburg ...	...	...	...	2	370	22	2	370	22	...
Dutch	...	...	...	1	133	10	1	133	10	...
Total ...	165	22,108	1,354	69	13,096	607	234	35,204	1,961	300,200
	CLEARED.									
British	92	13,485	709	25	2,899	174	117	16,384	883	186,238
American ...	55	11,199	481	...	...	...	55	11,199	481	90,630
Spanish ...	26	2,939	236	22	1,791	202	48	4,730	438	29,990
Hamburg ...	4	882	45	...	...	...	4	882	45	15,800
Danish	2	330	20	...	...	...	2	330	20	1,600
Hanoverian ...	...	...	...	1	192	11	1	192	11	...
French	...	...	...	1	330	14	1	330	14	...
Russian	2	487	25	...	...	...	2	487	25	5,880
Bremen	1	167	11	...	...	...	1	167	11	1,560
Oldenburg ...	2	370	22	...	...	...	2	370	22	3,000
Dutch	1	133	10	...	...	...	1	133	10	1,860
Total ...	185	29,992	1,559	49	5,212	401	234	35,204	1,960	356,558

Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Ponce, Puerto Rico, in the Year 1863.

Nationality.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENTERED.						
American	43	8,843	12	2,356	55	11,199
Spanish	21	2,733	27	1,997	48	4,730
Hamburg	4	882	...	...	4	882
Danish	...	...	2	330	2	330
Hanoverian	...	...	1	192	1	192
French	...	...	1	330	1	330
Russian	...	...	2	487	2	487
Bremen	...	...	1	167	1	167
Oldenburg	...	...	2	370	2	370
Dutch	...	...	1	133	1	133
Total	68	12,458	49	6,362	117	18,820
CLEARED.						
American	55	11,199	...	...	55	11,199
Spanish	15	1,580	33	3,150	48	4,730
Hamburg	4	882	...	...	4	882
Danish	...	...	2	330	2	330
Hanoverian	...	...	1	192	1	192
French	...	...	1	330	1	330
Russian	...	...	2	487	2	487
Bremen	...	...	1	167	1	167
Oldenburg	...	...	2	370	2	370
Dutch	...	...	1	133	1	133
Total	74	13,661	43	5,159	117	18,820

Return of British Shipping at the Ports of Naguabo in the Year 1863.

Direct Trade in British Vessels from and to Great Britain and the Colonies.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
ENTERED.							
4	17	21	822	2,459	3,281	174	£21,537
CLEARED.							
19	2	21	3,103	178	3,281	174	£36,808

Indirect or Carrying Trade in British Vessels from and to other Countries.

Countries.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
ENTERED.								
Charleston ... St. John's, Puerto Rico St. Thomas ... New York ... St. Bartholomew	2	33	35	256	3,243	3,499	311	£1,699
CLEARED.								
St. Thomas ... Arroyo, Puerto Rico New York ... Baltimore ...	35	...	35	3,499	...	3,499	311	£79,383

Puerto Rico, January 1, 1864.

SAN SEBASTIAN.

Report by Mr. Vice-Consul Edward March on the Trade of San Sebastian for the Year 1863.

Shipping and Navigation.—The following is a general return of the shipping trade at this port, compared with that of the year 1861.*

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping:				
1861	32	3,126	30	2,905
1863	80	14,116	80	14,116
Foreign Shipping:				
1861	171	18,440	163	17,465
1863	363	42,119	340	39,815
Coasting Trade:				
1861	814	35,626	741	35,217
1863	709	35,493	701	35,047

By the above table it will be seen that the trade in British shipping in 1863 was more than double that of 1861. This is chiefly owing to the great quantities of coal and coke imported for the North of Spain Railway, for which San Sabastian is one of the principal depôts. Most of the British ships cleared in ballast, the remainder taking ore.

A certain amount of carrying trade in English bottoms has lately sprung up with the coasts of Spain, but the freights are low, and unless an advance takes place, it may soon be expected to cease.

The next return shows the nationalities of the ships which entered San Sabastian during the year 1862, together with the countries they came from and went to, and the nature of their inward and outward cargoes:—

ENTERED.

Flags.	From	Number.	Cargoes.
English ..	England	32	Coal, rails, bricks.
„ ..	France	1	Machinery.
„ ..	Belgium	1	Rails.
French ..	England	61	Coal, rails.
„ ..	France	47	Timber, slate.
„ ..	Spain	5	Coal, ballast.
„ ..	Belgium	3	Rails, gunpowder.
Spanish ..	Cuba, South America ..	15	Sugar, cocoa, hides.
„ ..	England	33	Cotton, &c.
„ ..	France	29	Machinery, &c.
„ ..	Norway	30	Salted cod-fish.
Dutch ..	England	3	Coal, coke.
„ ..	France	2	Rails, machinery.
„ ..	Belgium	1	Rails.
„ ..	Holland	2	Tobacco.
Belgian ..	England	1	Coal.
Norwegian ..	England	1	Coal.
Danish ..	England	1	Coal.
Hanoverian ..	England	1	Coal.

* No Shipping Return exists for the year 1862.

CLEARED.

Flags.	To	Number.	Cargoes.
English ..	England	28	Ore, ballast.
„ ..	France	2	Roman cement.
„ ..	Spain..	8	Timber, cement, cocoa.
French ..	England	22	Ore, ballast.
„ ..	France	38	Stone, cement.
„ ..	Spain..	60	Timber, cocoa, &c.
„ ..	Belgium	3	Ballast.
Spanish ..	England	3	Cocoa-shell.
„ ..	France	23	Wine, fruit, eggs.
„ ..	Cuba, South America ..	17	Flour, wine, hatchets.
„ ..	Portugal	5	Ballast.
Dutch ..	England	2	Cocoa-shell, ballast.
„ ..	France	2	Roman cement.
„ ..	Spain..	3	Cement, ballast.
Belgian ..	Belgium	1	Ballast.
Norwegian ..	England	1	Ballast.
Danish ..	England	1	Ballast.

Steam Communication.—The steam communications of San Sabastian, foreign and coastwise, are as follows :—

	Number of Steamers.
London and San Sebastian	2
Liverpool and San Sebastian	2
St. Nazaire and San Sebastian	3
Bordeaux and San Sebastian	2
Bayonne and San Sebastian	5
Bilbao and San Sebastian	5
Santander and San Sebastian	5
Coasts of Spain and San Sebastian ..	3

Ship-building.—The once famous building yards of Pasages, where vessels continued to be constructed at intervals from the year 1760 to 1852, have disappeared, and the only existing establishments of the kind in the province of Guipuzcoa are at Orio,—a little town situated on the river of that name, sixteen miles from San Sebastian. Their operations during the last three years have been as follows :—

Years.	Ships.	Tons.
1861	2	220
1862	1	49
1863	3	531

TRADE AND COMMERCE.

Exports.—The following is an analysis of the principal export trade of San Sebastian during the year 1863, arranged according to the relative importance of the articles, their values, and the countries to which they are sent.

Articles.	Countries.	Value.
		£
Wool	France	49,668
Flour	Cuba, France	26,135
Wine	France, Cuba	14,464
Hatchets	Cuba	5,826
Fire-arms	Cuba, France	4,048
Copper-ore	England	3,188

Articles.	Contents.	Value.
		£
Lead	England	2,313
Liquorice	France	1,692
Cotton	England	1,109
Cement	France, England	672
Lime	France	409
Eggs	France	352
Cocoa-shell	England	328
Fruit	France	293
Hones, sharping stones ..	France	198
Iron-ore	France, England	178
Garlic	France	140
Almonds	France	59

Imports.—The following table shows the nature of the principal imports of San Sabastian, as well as their relative importance and the order in which the exporting countries follow each other :—

Articles.	Countries.	Value.
		£
Salted cod fish	Norway, Newfoundland, Scotland ..	92,406
Sugar	Cuba and a small quantity from France	70,105
Silk, manufactured ..	France, England	46,725
Cocoa	Ecuador, Venezuela, France, Cuba ..	44,973
Machinery	England, France	34,159
Cotton, manufactured ..	England, France	31,446
Coffee	Venezuela, Cuba, Ecuador, England ..	29,864
Timber	Norway, France	24,800
Linen and hemp	England, France	24,635
Chains, wire, nails	England, France	22,675
Drugs, chemicals, &c. ..	France, England	17,479
Wine and spirits	France, England	12,298
Wax, raw and manufactured ..	Cuba, France, England	9,095
Hides and prepared skins ..	Ecuador, Venezuela, France, England	7,160
Earthenware and glass ..	France, England	6,121
Coal	England	5,129
Yarn	France	5,000
Haberdashery	France, England	3,679

Value of railway material imported at San Sebastian in the year 1863 :—

	£
From Great Britain :—	
Coal, coke, waggons, and objects of iron	20,133
From France :—	
Locomotives, sleepers, creosote oil, &c.	257,933
From Belgium :—	
Rails, waggons, carriages, turn-tables, &c.	260,640

The "San Sebastian Bank" was established in 1862. It has a capital of 120,000*l.*, namely, 40,000*l.* in cash, and 80,000*l.* in paper : 68,000*l.* are now in circulation.

The average rate of exchange on England, at ninety days' date, has been 96 reales to the pound sterling for freight, and 97½ for bills.

Agriculture.

Indian Corn.—The staple produce of the soil of Guipuzcoa is Indian corn, which forms the chief food of the peasantry. Under favourable auspices it arrives at great perfection in this part of Spain ; the stalks, with their amber-coloured heads or majorcas and large dark-green leaves,

rising frequently to the height of six and seven feet. The annual produce of this nutritious and economical grain avarages 92,625 quarters, valued at 143,000*l.*

Wheat.—Of wheat about 39,000 quarters are grown yearly, representing a value of 99,500*l.* This quantity is by far too small for the consumption of the province, so that nearly as much again is imported chiefly from Santander.

Potatoe.—Potatoe is very little cultivated, although the soil is particularly favourable to the growth of it. The annual produce is averaged at 59,347 quarters.

Haricots.—About 36,438 quarters are grown annually, valued at 5,500*l.*

Flax.—About 6,300 quarters, valued 4,350*l.*

Cider.—Guipuzcoa is a great cider-drinking country, and the quantity annually made from the orchards in which it abounds, is enormous. The annual quantity of this liquor manufactured in the province is calculated at 1,114,500 gallons, and the value of it at 19,000*l.* It was said after the cholera visitations of 1852 and 1853, that cider-drinkers had enjoyed a peculiar immunity from that fell disease.

The theory and practice of agriculture in this part of Spain, especially as regards the mechanical management of the soil, is very backward.

Industries.

Mines.—Guipuzcoa contains 14 mines of iron ore, 12 of lead, 21 of calamine, and 15 of lignite. This sounds very favourable, and is calculated to give one a high idea of the mineral wealth of the province, but to judge of the quantity exported and manufactured at home (with the exception of iron in the latter case), either the quantity of the ore extracted must be very small, or the quality very inferior. The market prices for ore are:—

Iron	3*s.* 9*d.* per cwt.
Lead	35*s.* per cwt.
Zinc	2*s.* 4*d.* per cwt.

Public Works.

Great Northern Railway.—This great work, running direct from Madrid to Yrun, where it joins the French railway to Paris, is now all but completed. The unfinished portion is only 20 miles in length. It runs beneath a difficult spur of the Pyrenees, and the principal tunnel under its crest is 2,970 yards in length, and 1,869 feet above the level of the sea. Besides this grand undertaking, there are 22 tunnels, measuring in the aggregate six miles. Great engineering difficulties in the construction of these works had to be overcome, and the very satisfactory termination to which they are being brought is highly creditable to the French engineers who have conducted the operations. The viaduct of Ormastegui is 112 feet in height, and passes over five arches, with a span of 180 feet each. It is expected that the twenty miles of the line which have not yet been reported on by the Government Inspectors will be open to traffic in the course of the summer. This will place San Sebastian in uninterrupted railway communication with Paris, Madrid, and most of the capitals of Europe.

Manufactures.

Flour mills in the province	256	Fire-arms	9
Cloth factories	2	Chocolate	29
Linen	1	Porcelain	1
Cotton	5	Wax Lucifer-match	9
Paper	6	Rope-walks	36
Cement	5	Potteries	3
Gun-barrel	7		

Besides 15 others for the manufactory of boinas,—a flat wip-cap, woven without a seam.

Comparatively speaking as regards size, Guipuzcoa is the most manufacturing province in Spain, with the exception of Catalonia. Although steam is, of course used, the motive power of the different manufactories is principally water. Several mountain streams, as they rapidly seek their way to the sea, assist the industry and enterprise of the natives.

Bilbao, June 1, 1864.

SANTANDER.

Report by Mr. Vice-Consul Leopold March on the Trade of Santander for the Year 1863.

Shipping and Navigation.

The following Table shows a marked increase in British Shipping at the Port of Santander in 1863, compared with the preceding year :—

Years.	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping :				
1862	76	9,058	73	8,711
1863	105	16,926	101	15,931
Shipping of all Nations :				
1862	700	90,967	482	74,521
1863	468	63,293	315	49,638
Coasting Trade :				
1862	1,159	65,533	1,206	56,680
1863	1,158	71,520	1,321	99,480

It may be remarked, with reference the above, that fewer foreign vessels entered this port last year than in 1862. The greatest falling off was observable in Spanish, French, and Dutch shipping. On the other hand, the incoming cargoes were more complete and valuable than in 1862.

The disparity observable between the tonnage of the coasting entries and departures in 1863 was caused by a number of large vessels from abroad proceeding to different Spanish ports to load.

Ninety-six ships entered the adjacent ports of Suances and Comillas in 1863, viz. :—

To Suances ..	7 British..	24 French..	3 Dutch.
„ Comillas ..	16 British..	46 French..	1 Hanoverian.

All came in ballast and loaded with zinc are for Antwerp.

A large indirect trade is carried on to and from Santander in French bottoms with England, whilst only eight British vessels entered from France out of 105, the still smaller number of three clearing for that country.

Shipmasters doing business at Santander complain, that notwithstanding the liberal treatment the Spanish flag receives in the ports of the United Kingdom, British ships, after discharging, are compelled either to return home in ballast or take ore at 6*s.* freight per ton, in consequence of their not being allowed to participate in the Cuban trade.

The following is a statement of the number, tonnage, horse-power, and crews of steamers at Santander in the year 1863, including those employed in the coasting trade. With the exception of five all bore the Spanish flag.

	Vessels.	Tons.	Horse Power.	Crews.
From Bilbao	107	4,805	8,440	1,123
„ other Spanish Ports ..	147	21,814	9,420	2,808
	254	26,619	17,860	3,931
„ Foreign Ports ..	212	31,556	13,790	4,200
	466	58,175	31,650	8,131

	Vessels.	Tons.	Horse Power.	Crews.
To Bilbao	107	4,805	8,440	1,123
„ other Spanish Ports ..	230	46,827	14,980	5,288
	337	51,632	23,420	6,411
„ Foreign Ports	54	4,207	1,608	701
	391	55,839	25,028	7,712

The greater part of the foreign steamers came from and proceeded to English and French ports.

The average size of British and Foreign ships at Santander in the year 1863, with their proportion of crews to tonnage, was—

	Average burden per ship.	Men.	Tons.
1st Norwegian ..	248	4·07	100
2nd Spanish ..	203	10·31	100
3rd British ..	160	4·60	100
4th French ..	109	6·62	100

Many of the Spanish ships were steamers, which accounts for the extra strength of their crews.

The next table gives the number of registered ships and seamen at the port of Santander.

Foreign going vessels .. 51	Tonnage.. 12,200	Inscribed seamen.. 1,116
Coasting going vessels .. 23	Tonnage.. 703	
74	12,903	

A correct idea cannot, however, be formed of the number of ships really belonging to or rather owned by Santander, as the existence of the privilege which frees vessels registered in the ports of the Basque provinces from the payment of the property-tax, induces merchants and others not resident there to avail themselves of the flag of that district in preference. Accordingly, out of 1,482 vessels registered at different ports on this coast, 800 belong officially to Bilbáo.

Trade and Commerce.

Comparative Summary of the Export Trade at Santander in the years 1862 and 1863 :—

No. 1.

Exports.

Countries.	Articles.	Value. 1862	Value. 1863
		£	£
England ..	Flour, preserves, wine, madder, quicksilver, iron ore, walnut wood	142,018	9,215
France ..	Wine, flour, mahogany, ore, lamb-skins ..	57,114	1,840
Belgium ..	Flour, wine, alcohol	7,488	21
Norway ..	Flour	..	2,140
Cuba ..	Flour, vegetables, wine, tools, firearms, biscuits, rice, iron in bars	408,966	424,890
		615,586	438,106

Flour Trade.—As flour is the principal article of commerce at Santander, it follows, that when there is a relaxation or cessation in the demand from abroad, a corresponding diminution takes place in the amount of exports. Thus, in 1863, they fell to 438,106*l.*, or 177,480*l.* less than in 1862.

Cuba is a regular customer, and depends entirely on Spain and the United States for bread stuffs. On an average that colony takes about the same quantity annually from Santander.

An unusually large quantity—73,409 sacks more than in 1862—was shipped to Barcelona and other home ports last year.

The importance of this trade is made apparent in the following Table :—

No. 2.

Countries.	1862.			1863.		
	Spanish Weights. Arrobas.	British Weights. Sacks.	Value.	Spanish Weights. Arrobas.	British Weights. Sacks.	Value.
			£			£
To England..	636,000	57,623	120,700	19,500	1,727	3,315
„ France. ..	87,000	7,882	16,500	..	..	..
„ Belgium..	44,000	3,986	7,200	..	..	..
„ Norway ..	..	..	..	12,600	1,145	2,142
„ Cuba ..	2,300,000	208,382	368,000	2,440,000	221,808	414,800
	3,067,000	277,873	512,400	2,472,100	224,690	420,257
„ Barcelona and other home ports.	2,107,100	190,000	340,000	2,900,413	263,401	493,470
	5,174,100	467,873	852,400	5,372,513	488,091	913,327

The subjoined table exhibits the relative position of the Exporting Countries in 1862 and 1863 :—

No. 3.

1862.		1863.	
Countries.	Value.	Countries.	Value.
	£		£
1. Great Britain	309,738	1. Great Britain	502,490
2. Cuba	307,570	2. Cuba	470,420
3. France	257,450	3. France	420,575
4. Ecuador	197,500	4. Norway	112,645
5. Venezuela	165,800	5. Venezuela	93,657
6. Norway	136,130	6. Ecuador	60,630
7. Argentine Republic ..	37,600	7. Belgium	31,016
8. Belgium	17,179	8. New Granada	18,920
9. Germany	11,122	9. Germany	15,015
		10. Argentine Republic ..	12,824
		11. Mexico and Uruguay ..	5,850
		12. Russia	130
Total .. £	1,440,089	Total .. £	1,744,202

It follows, therefore, that an augmentation of no less than 304,113*l.* took place in the imports of Santander in 1863, compared with the

year before. It will also be remarked that whilst the South American trade fell off, the European, especially that of Great Britain and France, underwent an unprecedented development. This was principally owing to the working of the new tariff and the continual advance of wealth and civilization, stimulating the demand for the productions of the above countries. The most remarkable increase was in English and French mixed stuffs.

List of Articles with their Values entered from abroad at the Custom House of Santander in 1863 :—

IMPORTS.

No. 4.

No.	Articles.	Producing Countries.	Value.
			£
1	Sugar	1. Cuba, 343,160*l.*; 2. France, 2,044*l.*; 3. England, 30*l.*	345,234
2	Woollen manufactures	1. France, 140,000*l.*; 2. England, 101,250*l.*	241,250
3	Cocoa	1. Venezuela, 90,000*l.*; 2. Ecuador, 60,500*l.*; 3. Cuba, 27,000*l.*; 4. New Granada, 18,000*l.*; 5. England, 10,750*l.*; 6. Mexico, 4,000*l.*; 7. Belgium, 3,540*l.*; 8. France, 120*l.*	213,910
4	Linen and hemp manufactures	1. England, 78,000*l.*; 2. France, 13,590*l.*; 3. Belgium, 6,500*l.*; 4. Germany, 570*l.* ..	98,660
5	Mixed stuffs ..	1. England, 66,000*l.*; 2. France, 63,700*l.*; 3. Belgium, 30*l.*	129,730
6	Salted codfish ..	1. Norway, 89,600*l.*; 2. England, 6,400*l.*; 3. France, 900*l.*	96,900
7	Cotton manufactures	1. England, 35,310*l.*; 2. France, 28,000*l.* ..	63,310
8	Silk manufactures	1. France, 36,000*l.*; 2. England, 21,000*l.* ..	57,000
9	Wine, beer, and spirits	1. Cuba, 38,840*l.*; 2. England, 9,200*l.*; 3. France, 6,800*l.*; 4. Germany, 2,200*l.*; 5. Belgium, 560*l.*	57,600
10	Timber	1. France, 28,600*l.*; 2. Norway, 23,000*l.*; 3. Cuba, 3,700*l.*; 4. England, 580*l.* ..	55,880
11	Hardware and cutlery	1. England, 13,190*l.*; 2. Belgium, 13,150*l.*; 3. France, 10,730*l.*; 4. Germany, 5,120*l.*..	42,190
12	Cotton	England	36,600
13	Iron and steel ..	1. England, 33,200*l.*; 2. Belgium, 1,520*l.*; 3. France, 1,040*l.*	35,760
14	Tobacco	Cuba	28,130
15	Tar, pitch, petroleum	1. England, 18,500*l.*; 2. France, 9,000*l.*; 3. Belgium, 45*l.*; 4. Norway, 45*l.*.. ..	27,590
16	Machinery ..	1. England, 18,000*l.*; 2. France, 8,000*l.*; 3. Belgium, 1,000*l.*	27,000
17	Linen yarn ..	1. England, 20,410*l.*; 2. France, 3,732*l.*; 3. Belgium, 76*l.*; 4. Germany, 72*l.* ..	26,290
18	Coffee	1. Cuba, 21,720*l.*; 2. Germany, 2,175*l.*; 3. France, 1,250*l.*; 4. England, 525*l.*; 5. Venezuela, 510*l.*..	26,180
19	Hides and prepared skins	1. Argentine Republic, 10,964*l.*; 2. France, 5,263*l.*; 3. Venezuela, 3,067*l.*; 4. England, 1,200*l.*; 5. Germany, 838*l.*; 6. Ecuador, 60*l.*	22,782
20	Earthenware and glass	1. France, 17,400*l.*; 2. England, 2,350*l.*; 3. Belgium, 1,570*l.*; 4. Germany, 1,410*l.*..	22,730
21	Jewels, real and false, gold and silver plate	1. France, 12,000*l.*; 2. England, 4,000*l.* ..	16,000

No.	Articles.	Producing Countries.	Value.
			£
22	Haberdashery and Millinery	1. France, 10,880*l.*; 2. England, 2,300*l.*; 3. Belgium, 260*l.*; 4. Germany, 100*l.* ..	13,540
23	Coal and coke ..	Great Britain	12,550
24	Dyewoods	1. Mexico, 1,850*l.*; 2. Argentine Republic, 1,850*l.*; 3. New Granada, 920*l.*; 4. England, 100*l.*; 5. France, 32*l.*; 6. Belgium, 8*l.*	8,790
25	Drugs and chemical preparations	1. France, 5,560*l.*; 2. England, 1,300*l.*; 3. Belgium, 380*l.*; 4. Germany, 80*l.* ..	7,320
26	Stationery and paper of all kinds	1. France, 3,700*l.*; 2. England, 1,000*l.*; 3. Belgium, 215*l.*; 4. Germay, 25*l.* ..	5,000
27	Tea, spices, and groceries	1. England, 2,848*l.*; 2. France, 994*l.*; 3. Cuba, 520*l.*; 4. Venezuela, 80*l.*; 5. Ecuador, 70*l.*; 6. Belgium, 28*l.*	4,540
28	Brass and copper ..	1. France, 1,720*l.*; 2. England, 1,715*l.*; 3. Belgium, 160*l.*; 4. Germany, 95*l.* ..	3,690
29	Tallow, stearine, and candles	1. France, 1,870*l.*; 2. Belgium, 610*l.*; 3. England, 280*l.*; 4. Germany, 50*l.* ..	2,810
30	Cheese	1. Belgium, 1,270*l.*; 2. France, 760*l.*; 3. England, 200*l.*; 4. Germany, 17*l.* ..	2,256
31	Caoutchouc and gutta-percha	1. France, 1,800*l.*; 2. England, 600*l.* ..	2,400
32	Perfumery	1. France, 1,600*l.*; 2. England, 600*l.* ..	2,200
33	Wax	Cuba	1,940
34	Tin, pewter, and zinc wares	1. England, 1,445*l.*; 2. France, 285*l.*; 3. Belgium, 20*l.*	1,750
35	Provisions	1. England, 1,050*l.*; 2. France, 700*l.* ..	1,750
36	Toys	1. Germany, 1,240*l.*; 2. France, 460*l.* ..	1,700
37	Flax	1. Germany, 1,053*l.*; 2. Belgium, 5*l.*; 3. France, 2*l.*	1,060
38	Hemp	1. Russia, 130*l.*; 2. France, 43*l.*; 3. England, 7*l.*	180
		Total .. .. £	1,744,202

The total value of French manufactures does not appear in the above table, contraband cottons, woollens, and silks having been extensively introduced by land. Indeed so regular is this system, that smuggled goods may be insured at Bayonne for delivery at San Sebastian, Pampeluna, and even Santander.

The next table derived from reliable data, will afford those interested in the Spanish trade the means of judging with tolerable accuracy the nature and extent of the Exports to this part of Spain from England, France, Belgium, and Germany, as well as the relative estimation in which some of their manufactures are held, not only in the district of Santander, but throughout an extensive zone comprising several provinces as far as Madrid. The chief advantage France enjoys in her commercial competition with Great Britain in the north of Spain is the contiguity of her territory, which saves time and money in the transports of merchandize. And when to this is added the number of French commercial travellers who explore the Peninsula, and the custom of dealers in fine articles going every year to make purchases at Paris, it is satisfactory and encouraging to find that we hold our own so well.

No. 5.

Comparative list of articles usually exported to Santander, by Great Britain, France, Belgium, and Germany :

Articles.	Great Britain.	France.	Belgium.	Germany
LINEN MANUFACTURES.	lbs.	lbs.	lbs.	lbs.
Plain textiles of all denominations, unbleached, white or half-bleached, dyed, striped, chequered, or printed, in pieces, handkerchiefs, or any other form, according to paragraphs 693, 694, 695, 696, 697, and 698 of the Spanish Tariff ..	106,014	36,369	21,064	1,064
Drills, and other fine textiles for trousers, &c..	2,406	1,980	..	..
Damasqued and flowered fabrics for table-cloths, towels, napkins, &c., with or without coloured selviges	1,427	312	1,357	..
Carpetting of all kinds	83,600	26,000	..	..
WOOLLEN MANUFACTURES.				
Plain or chequered, worked or unworked, not dyed or printed, such as alpacas, bareges, orleans, vestings, mouselaines, &c..	2,545	6,749	..	..
Ditto, coloured or printed	45,318	87,538	..	..
Serges, baizes, flannels, tartans	13,475	17,255	..	..
Cloths of pure wool, not exceeding the value of 80 reals the kilogramme, and those with the warp of cotton	4,971	7,995	..	..
Cloths of pure wool, of more than 80 reals the kilogramme, mantle cloths, tweeds, cashmires	119	1,423	..	..
Merinos and cashmires, with or without a mixture of silk, brocaded and quilted ..	..	26,541	..	..
Plushes, chenilles, and velvets	348	2,056	..	..
Velvet carpets of all kinds	18,746	4,071	..	..
Tapestry carpets	22,156	1,428	..	..
Shawls or kerchiefs in any of the above styles	1,136	35,745	..	..
SILK MANUFACTURES.				
Plain, twilled, or serged fabrics	121	2,582	..	..
Handkerchiefs of undressed or India silk, imitations and those of spun mixed with dressed silk, called "foulards," white or coloured	5,756	6,694	..	..
COTTON MANUFACTURES.				
Muslins of all kinds, imitation hollands and Scotch cambrics, plain, striped, or printed	3,312	5,570	..	..
Book-muslins, starched mulls, mulls and lawns	347	1,600	..	..
Quilted fabrics, jeans, piqués, dimities, &c.	894	515	..	..
Plain and worked fabrics for vestments, moleskins, &c.	3,248	1,680	..	..
Velveteen and ribbons of cotton velvet, corduroys	5,717	181	..	..
Tulles, glazed bonnet linings	144	1,513	..	..
Tape	1,330	12,339	..	..
Shirt bosoms and under clothing	920	3,662	..	..
Plushed and felted fabrics generally used for waistcoats, fustians	15,634	26,936	..	..

Articles.		Great Britain.	France.	Belgium.	Germany.
Mixed Stuffs.					
Plain or twilled fabrics such as cashmires, vestings, felts, waterproof cloths, mouse laine de laine		1,472	15,227	..	..
Cotton fabrics with mixtures of any material, including ribbons of the same class		251,220	309,473	..	..
Haberdashery and Millinery.					
Crinolines	doz.	700	1,960	50	20
Artificial flowers	lbs.	..	240	..	..
Fringes, tassels, borders, cords, garters, and buttons	lbs.	414	18,700	170	72
Hardware.					
Curry-combs	doz.	48	10	..	..
Tooth-brushes	„	90	450	..	..
Paint-brushes	„	20	640	..	..
Hair and clothes-brushes	„	40	600	..	..
Spoons and forks, iron and tin	lbs.	4,540	2,800	240	80
Pewter wares	„	1,278	957	75	20
Buckles, hooks-and-eyes	„	500	1,700	..	..
Pins	„	200	1,998	300	2,290
Needles	„	380	964	3,480	1,560
Caoutchouc and gutta-percha wares	„	7,700	10,714	..	..
Table knives, with plain bone handles,	doz.	1,965	542	148	15
Ditto, fancy handles	„	232	206	35	..
Knife blades	„	90	170	..	..
Tools, ordinary	lbs.	50,000	10,076	51,474	2,074
Ditto, fine	„	20,076	6,886	35,200	24,080
Clasp and pen knives, common	doz.	420	4,216	661	760
Ditto, ornamented handles	„	31	782	551	30
Razors	„	620	129	..	..
Scissors	„	172	870	1,513	968
Firearms.					
Fowling-pieces, 1 barrel	single	5	49	..	..
Ditto, 2 barrels	„	3	64	..	..
Pistols, 1 barrel	pairs	2	20	..	..
Ditto, 2 barrels	„	2	30	..	..
Revolvers	„	10	25	..	..
Clocks and Watches.					
House clocks, without cases		..	1,694	..	..
Ditto, with cases		62	361	..	..
Drawing-room clocks		1	183	..	..
Gold watches		42	466	..	..
Silver watches		13	779	..	..
Chronometers		10	..	..	..
Perfumery.		lbs.	lbs.	lbs.	lbs.
Essences of different flowers		1,160	2,215	..	..
Hair oils		7,086	16,441	..	..
Pomatums		600	21,100	..	..
Earthenware.					
Stone crockery		5,572	2,070	..	..
Porcelain		1,680	30,000	..	..
Clay and felspar		3,500	60,000	..	..
Candles.					
Stearine		1,384	6,180	14,530	1,004
Sperm		366	..	..	..
Tallow		1,308	1,100	..	..
Stearine for making candles		360	55,000	..	..
Tallow for making candles		4,600	..	..	..

Articles.	Great Britain.	France.	Belgium.	Germany
CHEMICALS.				
Sulphur, common and refined	17,000	59,280	..	..
Copperas	..	48,700	..	..
Sal ammoniac	1,546	1,320	..	..
Sulphate of soda	1,266	770	..	..
Nitric acid	105	1,100	..	..
Sulphuric acid	..	30,000	..	..
Carbonate of potass	..	3,142	..	..
Chloride of lime	..	8,488	..	..
White lead and oxide of zinc	4,680	37,000	29,000	..
Varnish, spirit	..	1,100	..	..
Ditto, oil	48	2,691	..	..
Colours and paint	382	27,000	..	..
Patent and quack medicines	982	3,030	..	..

Railway Material.—Compared with former years, a small quantity of railway material was imported in 1853.

Banks.—The following is a list of the Banks and Joint Stock Companies existing at Santander:

No. 6.

Names.	Nominal Capital.	Capital paid up.	Number of Shares issued.	Value of each.	Amount per Share paid up.	Bank notes in Circulation.
	£	£		£	£	£
Banco de Santander	70,000	70,000	3,500	20	100 per cent.	70,000
Credito Cantabro	720,000	216,000	36,000	20	30 per cent.	64,000
Union Mercantil	400,000	120,000	20,000	20	30 per cent.	150,000
	1,190,000	406,000	59,500	..	..	284,000

The Bank of Santander is authorized to issue notes to three times the amount of its paid-up capital, or 210,000*l.*, but the average circulation during the last six months has been 70,000*l.*

The "Credito Cantabro" and "Union Mercantil" undertake contracts for public works, and advance money on securities.

AGRICULTURE.

Although the productive power of the soil of the province of Santander is officially put down at 849,068 fanegas, or 161,660 quarters of wheat, it is really much less. Little of that grain is grown, and about half the above quantity of Indian corn.

In the Castiles, the wheat crops do not present a promising appearance, and although recent showers have somewhat improved it, the yield is not expected to average more than the indifferent one of last year.

The barley crop will most likely be about half what it was in 1863.

The Indian corn harvest bids fair to be one of the finest seen for several years.

Vegetables and fruit are becoming abundant, and potatoes have already been marketed at lower prices than those of last year.

Agriculture is still carried on in a very primitive manner, although a few patent English ploughs and reaping machines have found their way into two or three large farms. A fine, growing climate, fertile land, and

an aversion to all kinds of innovation, render the small farmers, who for the most part rent the soil, indifferent to the aid of science.

The animal produce of the province is as follows :

		Valued at	Average, each
		£	£ s. d.
Horned Cattle ..	69,200	484,400	7 0 0
Sheep ..	72,400	38,618	0 10 8
Goats ..	33,000	19,800	0 12 0
Swine ..	18,000	94,500	5 5 0
Horses ..	5,160	33,540	6 10 0
Mules ..	750	7,500	10 0 0
Asses ..	720	1,440	2 0 0
Total ..	199,230	679,798	

Industries.

Mining.—One-half of the soil of the province of Santander may be said to be impregnated with iron, zinc, and other ores, but the extraction is comparatively small.

The same causes that operated in 1861 and 1862 to obstruct the development of mining undertakings continue, namely, a restrictive legislation that brings them too much under official supervision, and the timidity of the natives that shrinks from speculations without the support of foreign capital and resolution, combined with the disinclination of foreigners to incur risk and trouble under a system that encourages litigation, cramps their energies, and subjects them to exactions.

The following is a return of the different kinds of metals and ores shipped from the province of Santander in the year 1863.

No. 7.

Ports of Shipment.	To Great Britain.				To Belgium.	
	Quicksilver.	Cobalt.	Copper Ore.	Iron Ore.	Calamine.	Iron Ore.
	Lbs.	Cwt.	Tons.	Tons.	Tons.	Tons.
Santander ..	7,900	70	125	12,500	..	..
Suances ..	..	..	..	..	5,400	..
Comillas ..	..	..	..	..	7,000	..
Santona ..	..	..	..	..	1,800	..
Castro ..	..	..	..	..	..	1,500
Totals..	7,900	70	125	12,500	14,200	1,500

The cost of the above ores free on board was as follows :

14,200 tons of	Calamine at 80*s.*		£56,800
14,000 „	Iron Ore at 6*s.*		4,260
125 „	Copper Ore at £10		1,250
70 „	Cobalt, at £28		100
28,328 tons.			£62,410

Public Works.

Isabel Segunda Railway.—The long-deferred completion of this line promises to be soon accomplished, and hopes are entertained that the unfinished section from Barcena to Reynosa will be terminated by the 4th August, 1865, according to the terms of the contract.

Although only 21 miles in length, this portion (the centre of the line) is a gigantic work, beset with extraordinary engineering difficulties arising from its situation in the great offshoot of the Spanish Pyrenees. An idea may be formed of the obstacles to be overcome, by the fact that its highest point is 2,917 feet above Santander, and that it has been found necessary to make 22 tunnels, or one for every mile, between Barcena and Reynosa.

The total expense of this undertaking is estimated at 800,000*l.*, or 38,095*l.* per mile, but it is expected to cost more.

The subjoined Table gives the length of each tunnel, their distance from each other, and estimated cost:

No. 8.

No.	Estimated Cost of Tunnel.	Length of Tunnel.	Distance between each.
	£	Feet, English.	Feet, English.
1	105,375	4,182	
			3,300
2	29,873	1,476	
			7,920
3	6,580	282	
			22,880
4	2,150	130	
			528
5	4,400	266	
			5,280
6	6,550	392	
			528
7	3,600	217	
			2,640
8	5,000	299	
			520
9	12,530	754	
			2,640
10	4,050	253	
			520
11	7,900	474	
			660
12	6,600	390	
			660
13	4,650	390	
			12,320
14	34,440	1,722	
			1,050
15	13,500	812	
			330
16	12,450	747	
			5,280
17	10,000	608	
			1,760
18	9,350	562	
			1,056
19	40,860	2,044	
			587
20	13,000	780	
			9,900
21	12,960	650	
			9,900
22	2,580	130	
	348,400	17,560	90,259

The entire length of the Isabel Segunda Railway is 85½ miles. Its products in 1862 and 1863 were as follows:

	Number of Travellers.	Amount of Fares.	Carriage of Goods.	Total.
		£	£	£
1862	333,370	21,339	99,007	121,420
1863	394,958	25,709	87,900	115,133
Difference in 1863:				
Plus	61,588	4,370	..	..
Minus	..	..	11,107	6,287

Roads.—The total length of high roads in the province of Santander is as follows:

1st Class ..	230	kilometres	=	143	miles English.
2nd Class ..					
3rd Class ..	108	„	=	67	„
	338	„		210	„

Constructing:

1st Class ..	22	kilometres	=	13	miles English.
3rd Class ..	18	„	=	12	„
	40	„		25	„

House-building.—In the course of the last fifteen months 60 houses containing 227 floors or flats, intended for separate families, have been constructed at a cost of 125,500*l.* The present population of Santander is 32,600.

Harbour Improvements.—The Government has approved of the project of a dock at this port. Its dimensions will be 230 metres (756 feet English) by 90 (295), with sufficient depth to float a loaded ship of 400 tons.

It is also intended to lengthen the principal quay by 213 metres (698 feet English), and construct a graving-dock, which, strange to say, Santander does not possess.

The dredging of the port continues, and 160,000 cubic metres, or 209,000 cubic yards (English) of sand are annually removed, according to contract. But this extraction is inadequate to keep the sand from encroaching on the channels of the harbour, and unless more active exertions are made, this port, the best undoubtedly on the north coast of Spain, will gradually fill up.

Port of Laredo.—The Government is constructing a harbour of refuge for small vessels at Laredo, eight leagues from Santander, or about half-way between it and Bilbao. The old port of Laredo is so choked up with sand, that even boats can scarcely leave it at times, sufficiently inconvenient for a place where fishing forms an important branch of trade.

The new harbour was commenced last year, and is expected to be completed by the end of 1865. It is situated to the north of the town, and composed of a strong rubble dyke of 250 metres, or 810 fee English, in length. A tunnel 220 metres (722 feet English) in extent, passing under a hill, connects the harbour with the town. It is only intended to protect fishing-boats and coasting craft, and the adjacent port of Santona, where a first class fortress, capable of containing 20,000 men, is constructing, will continue to serve as a harbour of refuge for vessels of a larger class.

Santander, May 15, 1864.

VIGO.

Report by Mr. Consul Brackenbury on the Trade of Vigo for the Year 1863.

The year 1863, as regards the Royal Naval Arsenal and the equipment of ships, was less active than the preceding year. The iron-cased frigate "Tetuan" at the end of the first quarter of this year was waiting for her armour plates. The iron-cased 30 gun ship "Principe Alfonso" of 800 horse power is ready to be launched.

The Spanish Merchant Navy was increased during the year 1863, within this Consular District, by the acquisition and transfer to the Spanish flag of the two iron barques "Olano" and "Eliza," in the aggregate sum of 16,000*l.*

Subjoined is a list of the vessels of all nations which arrived at and departed from this port during the last year, in which it will be seen that no United States vessels arrived.

	Vessels.	Tons.	Crews.	Passengers
Spanish vessels from Spanish Colonies for Vigo	21	3,532	243	82
Ditto, from Spanish Colonies for quarantine	107	20,088	1,369	809
Ditto, from Spanish Colonies for quarantine, and bound to foreign ports	3	572	39	13
Ditto, from Ports in South America for quarantine	10	1,137	101	4
Ditto, from Ports in South America for Vigo	10	1,632	117	15
Spanish packets from Havannah to perform quarantine, and bound to Cadiz	7	2,951	678	3,003
Ditto, from Havannah to land mails and passengers at Lazaret, and bound to France	2	869	216	428
Spanish steam vessels from England with part cargo from Vigo	24	6,527	695	135
Ditto, steam and sailing vessels from foreign ports for Vigo.	17	2,841	298	23
Ditto, steam vessels employed in coasting trade	258	54,156	6,333	9,903
Ditto, sailing vessels employed in coasting trade	547	16,866	2,979	359
Ditto, steam and sailing vessels, wind-bound or in distress	21	4,413	272	224
British sailing vessels for Vigo, with cargoes	29	5,989	237	..
Ditto, steam vessels from England with part cargo for Vigo	2	1,118	46	..
Ditto, from England for oxen for Gibraltar	1	623	36	..
Ditto, Cadiz for oxen and eggs for England	23	17,228	819	..
Ditto, Lisbon for oxen and eggs for England	14	7,826	336	..
Ditto, Portugal for oxen for Liverpool	3	2,255	79	..
Ditto, steam and sailing vessels wind-bound or in distress	35	9,871	594	..
Ditto, sailing vessels from Newfoundland for orders	5	469	34	..
French steam vessels calling for passengers, and sailing vessels wind-bound or in distress	62	11,332	1,482	..
Portuguese steam and sailing vessels to perform quarantine, wind-bound or in distress	19	3,725	251	1
Swedish sailing vessel for Vigo	1	133	8	..
Russian sailing vessels with part cargo for Vigo	2	429	22	..
Dutch sailing vessel, windbound or in distress	1	173	9	..
Norwegian sailing vessel for Vigo	1	374	13	..
Total	1,225	177,129	18,306	14,999

TOTAL Number of Vessels sailed from Vigo during the Year ending on the 30th December, 1863.

	Vessels.	Tons.	Crews.	Passengers
Spanish vessels having performed quarantine, and bound to Spanish ports with cargoes	107	20,088	1,369	366
Ditto, from South America having performed quarantine, and bound to Spanish ports with cargo	10	1,137	101	4
Ditto, from Spanish Colonies having performed quarantine, and bound to foreign ports with cargo	3	572	39	8
Ditto, from Vigo to Spanish Colonies ..	6	1,109	78	167
Ditto, from Vigo to South America, in ballast	1	166	18	
Ditto, steam and sailing vessels from Vigo to France and England	18	4,934	507	12
Ditto, mail steam packets which landed mails and passengers from Havannah and proceeded to France	2	869	216	428
Ditto, mail steam packets having performed quarantine, and bound to Spanish ports..	7	2,951	678	1,000
Ditto, steam and sailing vessels for foreign ports	12	2,271	139	18
Ditto, steam and sailing vessels having put in wind bound or in distress	21	4,413	272	224
Ditto, steam vessels employed in coasting trade	268	57,106	6,643	7,815
Ditto, sailing vessels employed in coasting trade	575	23,540	3,139	130
British sailing vessels from Vigo, in ballast	29	5,989	237	..
Ditto, sailing and steam vessels having put in wind-bound or in distress	35	9,871	594	..
Ditto, sailing vessels having called for orders, and bound to ports in Portugal or Mediterranean	5	469	34	..
Ditto, steam vessels from London for oxen for Gibraltar	1	623	36	..
Ditto, from Cadiz for London, taking in oxen and eggs at Vigo	22	16,605	783	..
Ditto, from Lisbon for England, taking in oxen and eggs at Vigo	14	7,826	336	..
Ditto, from Portugal for Liverpool, taking in oxen	3	2,255	79	..
Ditto, from Vigo to Lisbon, in ballast ..	2	1,118	46	..
French sailing and steam vessels having called for passengers, wind-bound or in distress	62	11,322	1,482	..
Portuguese sailing and steam vessels having performed quarantine, wind-bound or in distress	19	3,725	251	1
Swedish sailing vessel from Vigo, in ballast	1	133	8	..
Russian sailing vessels having landed part cargo at Vigo, and sailed for Oporto ..	2	429	22	..
Dutch sailing vessels put in wind-bound or in distress	1	173	9	..
Norwegian sailing vessels from Vigo, in ballast	1	374	13	..
Total	1,227	180,078	17,129	10,173

Trade and Commerce.—In the import trade there has been a decrease of 51,544*l.* 7*s.* 6*d.* as compared with 1862, and in the export trade a decrease of 25,610*l.* 12*s.* 4½*d.* The decrease in the import trade con-

sisting chiefly in the diminished importation of cocoa, bar iron, machinery, sugar, tea, textures, and vessels. The decrease in the export trade consisting chiefly in the diminished exportation of cattle, eggs, flour, and specie.

The Spanish Government, on the 1st of January, 1863, ordered that the decimal system should be adopted in the transaction of business, and the comparative classification is as follows, as regards the weights and measures employed at the Custom-house :—

1,015 Kilogramos (940 gramos)	=	1 ton.
1 Litro		1 imperial quart.
1 Metro Cuardado		10 square feet.

Agriculture.—The prices of the several sorts of corn, grain, and of potatoes during the four quarters of the year 1863 were as follows :—

	March.			June.			September.			December.		
	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Wheat	6 3 4	to 3 11 3	3 5 10	to 4 2 4	3 4 7	to 3 12 8	3 3 4	to 3 11 3				
Indian Corn ...	1 15 2	2 0 7	2 2 3	2 8 6	1 13 1	1 18 8	1 9 9	1 15 2				
Rye	2 12 8	3 0 10	1 13 9	2 14 9	2 1 5	2 9 8	1 16 5	2 0 7				
Beans	2 7 6	2 15 0	2 6 9	2 17 2	2 5 10	2 11 0	2 15 0	3 5 0				
Potatoes ...	6 1 10	7 0 7	4 17 6	6 6 9	3 16 6	4 15 7	3 15 0	4 4 4				
Wine	8 6 8	10 8 4	9 15 0	14 1 8	5 6 3	7 8 9	6 5 0	8 6 8				

The crops of wheat were considered good average crops owing, to the fine dry season. The crops of Indian corn on high grounds were scanty and small grain, owing to the remarkably dry summer, and, therefore, on low grounds were they were irrigated the crops were remarkably fine and abundant, and consequently a great fall in the prices occurred in the last two quarters.

The crops of potatoes proved above average, and caused a considerable fall in prices during the last two quarters.

Wine.—By the continued application of sulphur the Oidium Tuckeri was kept under, and the quantity of wine obtained was considered as about half that which was obtained previous to the appearance of the vine disease in 1854.

Population and Industries.—The paper manufactory is stopped. The remarkably dry weather during the summer occasioned a great diminution of water in the rivulets and springs, which were required for working part of the machinery. It is expected that the company will close the business, and the shareholders divide the loss.

The building of new houses in Vigo continues; about 40 new houses have been erected in different parts of the town, the capital disbursed may be calculated from 35,000*l.* to 40,000*l.*

During the year three vessels have been built at Vigo. One a barque of 290 tons, one a lugger of about 35 tons, and a smack of about 15 tons fitted with a well to convey live fish.

The works of the railway from Vigo to Orense were commenced at Orense, and on different portions of the line up to within a short distance of Vigo in July last. The progress is very slow, and the term allowed by the Spanish Government for the construction of the line is five years.

The machinery of the traction engine has been employed as a saw mill.

During the year 1863 the number of passengers who arrived at Vigo by sea amounted to 14,999.

In Spanish vessels from Spanish colonies	82
In Spanish vessels which performed quarantine	882
In Spanish vessels from South America	19
In Spanish mail packets from Havannah for quarantine	3,431
In Spanish steam-vessels from England and France	135
In Spanish steam and sailing-vessels from Foreign Ports	23
In Spanish steamers employed in coasting trade	9,903
In Spanish sailing vessels	359
In Spanish steam and sailing vessels put in windbound	224
In Portuguese vessels windbound	1
Total	14,999

The number of passengers which left Vigo by sea amounted to 10,173.

In Spanish vessels having performed quarantine	387
In Spanish vessels bound to Spanish colonies	167
In Spanish vessels bound to France and England	12
In Spanish vessels having landed mails and proceeded to France	428
In Spanish vessels having landed mails and proceeded to Spanish ports	1,000
In Spanish vessels for foreign ports	18
In Spanish vessels windbound or in distress	224
In Spanish steam-vessels employed in coasting trade	7,815
In Spanish vessels employed in coasting trade	130
In Portuguese vessels windbound	1
Total	10,173

These lists do not include the number conveyed to and from Vigo by the British and French steamers, of which no return is kept.

Vigo, April 20, 1864.

SWEDEN AND NORWAY.

CHRISTIANIA.

Report by Mr. Vice-Consul A. de Capel Crowe, on the Trade and Navigation of Norway for the Years 1862 *and* 1863.

In drawing up a Report on the Trade and Navigation of Norway for the two years 1862-63, I must remark that, owing to the lateness of the publication of the Official Statistical Tables, I can only give complete returns for the former year; as regards the latter one, I must limit myself to more general statements, but which, however, are reliable as far as they go.

Shipping.—The commercial marine of Norway consisted, in 1862, of 6,109 vessels, of a collective tonnage of 289,396 commercial lasts, or 578,722 tons, manned by 34,817 sailors. About 230 vessels were built, or purchased for Norwegian account, in 1863, besides many fishing coasters,. which may be considered as the increase of the latter over the former year.

During the same period, however. 104 vessels were lost of 15,550 tons, or about 2 per cent. of the commercial marine. In a period of 22 years, from 1814 to 1836, the increase was only 15,886 tons; but reviewing the last 26 years, from 1837 to the end of 1862, the increase will be found to amount to 424,652 tons, since in 1836 the total tonnage amounted to 154,070 tons, and in 1862 to 578,722 tons, or $3\frac{1}{2}$ times greater than in 1836. Estimating, as they do here, the commercial last (2 tons) at Spd. 55, the value of the shipping will be found to exceed 15,000,000 dollars. 14,000,000 was the amount insured in the offices in Norway.

From these statements it will be seen that the Norwegian mercantile navy continues steadily to increase, and, in great measure, by purchase from abroad, principally in London, Liverpool (American ships), Hamburg, and Bremen, at which two latter places, especially during the last few years, owing to the state of their political relations, very advantageous purchases have been effected.

The increase is not so striking, however, as regards the number of ships, as in their quality; for each year shows an improvement in their sailing capabilities and fitness for long voyages. The years 1862-63 have on the whole been very favourable for the shipping of this country. At the end of 1863 there were 102 vessels on the stocks, of a collective tonnage of about 32,000 tons.

The following Table shows the number, tonnage, and nationality of vessels that entered in, and cleared out from Norway in 1862:—

ENTERED.

	With Cargoes.		In Ballast.	
	Vessels.	Tons.	Vessels.	Tons.
Norwegian	2,888	237,960	3,952	544,874
Swedish	334	16,558	275	14,398
English	105	17,218	226	17,076
Finnish	3	924	..	..
Russian	440	12,008	13	278
Mecklenburg	..	..	1	86
Lubeck	..	..	1	174
Danish	876	32,686	193	6,950
Holstein	68	4,274	2	130
Iceland and Feroe Isles ..	..	..	3	200
Hamburg	8	1,230	2	282
Bremen	2	248	10	518
Oldenburg	8	654	51	2,408
Hanoverian	89	6,038	478	23,210
Dutch	145	16,012	643	58,386
Belgian	..	..	11	486
French	21	2,394	332	34,610
Spanish	11	1,218	89	8,764
North American	2	1,032	1	584
Prussian	43	3,658	2	318
Total	5,043	354,112	5,285	713,732

Together 11,328 vessels and 1,067,844 tons.

CLEARED.

	With Cargoes.		In Ballast.	
	Vessels.	Tons.	Vessels.	Tons.
Norwegian	6,378	633,520	690	189,284
Swedish	505	25,096	128	5,382
English	240	20,214	94	14,334
Finnish	2	668	1	396
Russian	434	12,010	23	580
Prussian	29	2,856	13	1,452
Mecklenburg	1	148	..	..
Lubeck	1	174	..	..
Danish	956	34,432	107	4,966
Holstein	64	4,134	6	376
Iceland and Feroe Isles ..	3	200	..	..
Hamburg	5	634	3	660
Bremen	21	1,392	..	..
Oldenburg	59	2,986	..	..
Hanoverian..	559	28,586	4	392
Dutch	758	69,484	22	4,594
Belgian	11	486	..	..
French	353	37,004	..	..
Spanish	103	10,868	..	..
North American	2	1,240	1	376
Total	10,484	885,632	1,092	222,792

Together 11,576 vessels and 1,108,424 tons.

The extent of the direct trade between England and Norway in 1862 will be seen from the subjoined statement:—

ENTERED.

	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Norwegian	854	93,276	1,131	243,600	1,985	336,876
English	94	15,240	208	14,028	302	29,268
Other Nations ..	161	17,628	21	2,936	182	20,564
Total ..	..	..	..	..	2,469	386,708

CLEARED.

	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Norwegian	1,817	281,014	236	58,438	2,053	339,454
English	225	17,963	39	2,984	264	20,952
Other Nations ..	90	8,384	23	3,970	113	12,354
Total ..	..	..	..	..	2,430	372,758

The indirect trade between Norway and other countries will be show by the following Table:—

Entered.

	Norwegian.				Belonging to the Country bound to.				Belonging to other Countries.				Total.		Total.		Collective Total.	
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Sweden	614	21,996	240	68,970	238	8,958	118	2,928	7	334	5	220	859	30,288	363	72,118	1,222	103,406
Finland	18	1,128	15	4,854	1	564	...	...	3	260	...	...	22	1,852	15	4,834	37	6,406
Russia	224	15,978	35	7,800	434	12,010	22	374	104	8,552	77	12,664	762	36,540	134	20,838	896	57,378
Prussia	437	19,412	22	3,668	5	270	4	572	79	3,296	16	924	521	22,978	42	5,164	563	28,142
Mecklenburg	10	354	...	...	...	...	...	...	1	44	...	...	11	398	...	...	11	398
Lubeck	...	...	...	...	...	...	...	...	1	28	...	...	1	28	...	...	1	28
Denmark	1,825	42,612	5	592	785	24,492	65	1,612	255	13,966	2	132	2,865	81,090	72	2,336	2,937	83,406
Holstein and Altona	30	1,388	...	...	10	628	2	60	18	1,176	...	...	58	3,192	2	60	60	3,252
Iceland	11	674	...	...	3	200	...	...	10	710	1	60	24	1,584	1	60	25	1,644
Hamburg	44	6,172	29	9,926	1	76	1	270	13	1,724	8	2,344	58	7,972	38	12,540	96	32,512
Bremen	41	1,384	...	...	17	906	...	...	119	5,924	...	...	177	8,214	...	...	177	8,214
Oldenburg	...	...	...	...	3	136	...	...	14	584	...	...	17	720	...	...	17	720
Hanover	7	234	...	...	389	19,024	...	...	46	2,164	...	...	442	21,422	...	...	442	21,422
Holland	591	126,950	...	...	655	60,760	16	3,558	27	1,682	...	...	1,273	189,392	16	3,558	1,289	192,940
Belgium	86	13,646	1	342	11	486	...	...	16	894	...	...	113	15,026	1	342	114	15,368
Great Britain and Ireland	1,817	281,014	236	58,438	225	17,968	39	2,984	90	8,384	23	3,970	2,132	307,364	298	65,392	2,430	372,758
France	506	78,334	...	...	351	36,836	...	...	13	2,436	...	...	870	117,606	...	...	870	117,606
Spain	31	5,092	1	142	102	10,232	...	...	3	380	...	...	136	15,704	1	142	137	15,840
Portugal	...	...	1	190	...	...	...	...	...	...	1	396	...	...	2	586	2	586
Gibraltar	1	94	...	...	...	...	...	...	7	846	...	...	8	940	...	...	8	940
Italy	2	360	...	...	...	...	...	...	5	606	...	...	7	966	...	...	7	986
Austria	...	...	...	...	...	...	...	...	1	108	...	...	1	108	...	...	1	108
Algiers	1	300	...	...	...	...	...	...	...	...	...	...	1	300	...	...	1	300
Mauritius	...	...	...	...	...	...	...	...	1	584	...	...	1	584	...	...	1	584
West Indies	9	982	...	...	...	...	...	...	4	670	...	...	13	1,652	...	...	13	1,652
United States	1	424	5	1,688	...	...	...	...	...	...	...	...	1	424	5	1,638	6	2,112
Canada, &c.	21	8,642	63	27,194	...	...	...	...	...	...	...	...	21	8,642	63	27,194	84	35,836
Mediterranean	33	5,038	...	...	...	...	...	...	23	2,190	...	...	56	4,248	...	...	56	7,248
Baltic	18	1,292	6	1,780	...	...	...	...	16	1,124	1	80	34	2,416	7	1,860	41	4,246
Polar Seas	...	...	31	3,700	...	...	...	...	...	...	1	360	...	...	32	4,060	32	4,060
Total	6,378	633,500	490	189,284	3,230	193,546	267	12,358	876	58,666	135	21,150	10,484	881,650	1,092	222,722	11,576	1,120,098

CLEARED.

	Norwegian.				Belonging to the Countries cleared out from.				Belonging to other Countries.				Total.		Total.		Collective Totals.	
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Sweden	240	7,306	249	9,332	247	7,092	110	4,638	...	...	3	292	487	14,398	362	14,262	849	28,660
Finland	3	102	2	256	...	...	...	...	...	...	...	...	3	102	2	256	5	358
Russia	111	11,236	5	902	437	11,512	11	80	14	1,030	...	...	562	22,778	16	982	578	24,760
Prussia	539	23,912	22	826	33	2,194	...	...	267	11,614	1	32	839	27,720	23	858	862	38,578
Mecklenburg	3	138	2	46	...	...	...	...	3	132	...	...	6	240	2	46	8	316
Lubeck	1	30	2	64	...	...	...	...	...	...	...	...	1	30	2	64	3	94
Denmark	619	15,766	1,268	35,818	595	18,232	180	6,094	33	1,472	171	9,772	1,247	35,470	1,619	51,684	2,866	87,154
Holstein	30	1,978	13	1,126	18	1,116	...	...	11	858	1	32	59	3,952	14	1,158	73	5,110
Iceland and Greenland, &c. ...	3	230	8	478	...	...	...	...	1	62	7	506	4	392	15	984	19	1,276
Hamburg	54	9,132	29	8,614	6	1,132	1	154	48	4,820	33	4,282	108	15,110	63	13,250	171	28,360
Bremen	7	318	33	2,652	2	248	9	484	34	1,704	50	3,120	43	2,310	92	6,256	135	8,526
Oldenburg	1	40	1	56	...	...	41	1,798	...	...	52	2,332	1	20	94	4,186	95	4,226
Hanover...	1	28	14	920	5	190	374	19,502	...	...	14	914	6	218	402	20,296	408	20,514
Holland	95	10,348	558	130,168	53	4,800	619	56,534	3	212	23	1,928	151	15,360	1,200	189,030	1,351	203,990
Belgium	24	2,378	88	15,664	...	...	11	486	21	1,640	4	396	45	4,108	103	16,546	148	21,064
Great Britain and Ireland ...	854	93,276	1,131	243,600	94	15,240	208	14,028	161	17,628	21	2,936	1,109	126,554	1,360	260,564	2,469	386,708
France	49	8,022	482	80,810	10	906	313	32,608	3	932	2	198	62	9,860	797	113,616	859	122,476
Spain	55	14,754	42	12,466	5	542	73	6,492	2	602	1	60	62	15,898	116	19,018	178	34,916
Portugal...	75	13,752	1	204	...	...	...	...	24	3,368	...	...	99	19,111	1	204	100	17,324
Italy	72	18,066	1	602	...	...	...	...	16	4,738	...	...	88	22,813	1	602	89	23,406
Austria	1	128	...	...	...	...	...	...	...	...	...	...	1	128	...	...	1	128
Turkey	5	640	...	...	...	...	...	...	...	...	...	...	5	640	...	...	5	640
Tunis	...	...	1	270	...	...	...	...	...	...	...	...	...	...	1	155	1	270
West Indies	3	228	...	...	...	...	...	...	2	516	...	...	5	744	...	...	5	744
Brazils	9	1,292	...	...	...	...	...	...	5	858	...	...	14	2,150	...	...	14	2,150
United States	3	678	...	...	1	376	...	...	...	...	...	...	4	1,054	...	...	4	1,054
Polar Seas	31	3,682	...	...	...	...	...	...	1	360	...	...	32	4,042	...	...	32	4,042
Total	2,888	234,960	3,952	544,874	1,506	63,580	1,950	141,898	649	52,546	383	26,800	5,043	345,096	6,285	714,017	11,328	1,067,644

The number of English vessels that arrived in Norway direct from England in 1863 was 383, and 380 left for England in the same year.

The Norwegian flag waves already by the side of the Union Jack in all parts of the world, and although it cannot be compared with the latter, either as regards size or collective tonnage, yet it has by degrees taken the laurels from almost every other mercantile navy, not excepting the American; and the rapid and unprecedented growth of Norwegian shipping during the last few years, would lead us to suppose that the only limit to its continued extension will be the means at the disposal of the country for acquiring new ships. Although Norway has at present but comparatively few ships employed in the Eastern and China trade, the shipping interest of this country eagerly watches the efforts of Great Britain to open up new channels in the Chinese rivers and seas, with a view to follow the British pioneer as soon as it can be done with any prospect of safety.

It is estimated that the amount of freight earned by the Norwegian shipping, amounts annually to about 8,000,000 Spd.

A commercial treaty was concluded in 1862 between Norway and Sweden and Italy, based upon principles of reciprocity; and a convention was in this year entered into with Hanover for placing the coasting trade of the two countries on an equal footing. Norway in this year agreed likewise to the redemption of the Scheldt Dues, paying for her quota frcs. 1,560,720, and at the same time agreed upon a treaty of trade and navigation with Belgium; this latter country, in consideration of the heavy payment made by Norway and Sweden, reducing considerably the import duties on the staple articles of Norwegian export, such as timber, fish goods, iron, &c., the result of which will doubtless be a steady development of the trade of both countries.

The export of timber to France took place formerly almost exclusively in native vessels, but during the last ten years, owing to the heavy differential dues on foreign shipping in France, this trade has to a very great extent gone over to French vessels, which now monopolise a very large portion of this lucrative carrying trade. In 1862, 323 French vessels with 33,000 tons left Norway with timber cargoes for French ports. In 1863, the number was 546 vessels with 64,807 tons.

In order to relieve the navigation of this country from the disadvantages their vessels are under, in French ports, negociations have been commenced for the purpose of placing Norwegian and Swedish vessels on a more equal footing. These negociations are still pending.

In 1863, a new law was passed regulating passenger traffic by emigrant ships,—a necessary regulation which had been under discussion as far back as 1845. No ship can in future carry more passengers than a number corresponding to half its tonnage, and each passenger shall have 12 square feet stowage, &c.

Timber.—The export of timber has, notwithstanding the less favourable conjunctures attending it, exceeded that of 1861, which year however showed an increase over former years.

The total export of wood goods amounted in 1861 to 872,500 loads, in 1862 to 890,000 loads, and in 1863 to 950,000 loads.

The following Table will show the most important places of export from which the above was shipped in 1862:—

Frederikshald ..	50,000 loads.	Porsgrund	40,000 loads.
Frederikstad. ..	110,000 „	Brevig	30,000 „
Sarpsborg	77,500 „	Krageröe	37,500 „
Christiania	120,000 „	Osterrisöer	17,250 „
Drammen	147,500 „	Arendal	27,500 „
Laurvig	28,500 „	Christiansand ..	42,500 „
Skien.	23,750 „		

From the foregoing Table it will be seen that Drammen is still the largest timber port, but in value its export scarcely exceeds Christiania.

In 1862 were shipped from this latter port wood goods	Spd.
to Holland of the value of	136,800
„ Great Britain and Ireland..	449,000
„ France	324,000
„ Denmark and other parts	63,500
Total ..	Spd. 973,300

While in the same year Drammen shipped wood goods for a collective value of Spd. 994,300. The Christiania trade has been steadily increasing for some years, whereas that of Drammen has remained stationary; indeed at present the greater portion of the outport trade is carried on for account of Christiania houses.

The state of the forest districts continues to have the attention of the government, and the considerable State forest lands have been brought under the control of public inspectors with a view to their better management.

Fisheries.—The produce of the spring herring fishery was unusually large both in 1862 and 1863, especially the former year.

The total export of herrings amounted in 1862 to 928,536 barrels and in 1863 to 900,000 barrels.

The export to England continues to increase, but Russia and Sweden continue to be the principal markets for the Norway herring; these countries take from five to six-sevenths of the whole export.

The disturbances which the war just broken out is likely to cause, will probably not affect the herring export trade to any extent.

In 1848-49 the German ports, where the spring herring is mostly sent, were effectively blockaded. The effect of this was only to partially glut the Swedish and Russian markets at the beginning of the season, when prices fell; but later in the year the exports were brisk, and, on the raising of the blockade, prices became very remunerative. Neither did the Crimean war affect this branch of trade. It may therefore be assumed, that the present political complications will in no greater degree disturb it.

The Loffoden cod fishery, in 1862, was unproductive, and in the following year it scarcely reached an average catch; but owing to the increased prices obtained for the fish, the money value of the produce of both these years may be considered as equal to an ordinary year. The total export of fish was:—

	In 1862.	In 1863.
Clipfish .. .. lbs.	29,287,781	
Stockfish .. .. „	35,997,101	(Returns not
Cod Liver Oil .. .. quarts	1,618,471	yet published)
Roes .. .. lbs.	21,884	

Among the fish exports there is one which has quite lately risen into importance, and appears likely to become a most lucrative branch of the export trade. I refer to the shipment of fresh and salt mackerel, of which large quantities, especially of the former, are now purchased by the English, principally from Christiansand and the adjacent ports, from whence it is shipped during the whole of the summer, packed in ice, to Grimsby, Hull, Harwich, Yarmouth, &c. The English pay now from 30*s.* to 48*s.* the score, which is an excellent price compared with former rates. The natives, somewhat jealous of the extension this trade has

taken, have themselves occasionally shipped the fish to England; but although they have at times obtained from ½*d.* to 3*d.* per fish delivered in England, the expense and risk attending this peculiar trade are so great, and so much depends on the honesty and activity of the English agent, that I believe the probability is this trade will remain in the hands of the English buyer.

It is difficult to present an estimate of the annual money value of the mackerel fishery, both because its returns are less trustworthy than the other fisheries, and because the larger portion of the produce is consumed in the country itself. It may, however, be estimated at about 100,000*l.*, including about 12,000*l.*, the value of the roe.

The annual value of the produce of the salmon fisheries of Norway, for the reasons just quoted, cannot be accurately stated; it is estimated, however, at about 180,000 specie dollars.

The following Table will show the amount of the principal exports for the year 1862, as compared with the preceding one:—

		In 1861.	In 1862.
Chalk Pipes	lbs.	..	5,576
Gunpowder	„	1,740	10,397
Leather Clippings	„	43,010	57,505
Linseed Cakes	„	..	..
Machinery	„	..	83,634
Dye Moss	„	63,281	45,243
Bricks	No.	60,500	68,500
Bark of Oak	lbs.	1,929,200	1,365,210
Do. other kinds	„	400,000	228,000
Pitch	„	..	11,004
Bones	„	2,340,450	1,305,471
Bone Black	„	..	46,999
Cobalt	„	31,020	68,467
Cotton Twist	„	207,925	62,161
Brandy (of Corn and Potatoes)	gallons	455	608
Caps of Cloth	pieces	4,337	5,073
Berries	gallons	7,650	7,215
Chicory	lbs.	..	549
Chrome Oil	„	939,406	709,627
Do. Salt	„	149,876	361,821
Down	„	636	888
Cheese	„	1,458	1,990
Fish Guano	„	287,100	829,065
Fish, dry and smoked (not Salmon)	„	27,390,960	29,287,781
Anchovies	kegs	11,437	12,433
Clipfish	lbs.	40,271,080	35,997,101
Salmon, smoked	„	2,736	7,243
Herrings	barrels	581,527	776,653
Other Fish, salted	„	42,622	33,051
Roes	lbs.	30,591	21,884
Feathers	„	..	428
Game and Poultry	„	10,887	48,817
Matches	„	..	2,086
Hair of all kinds	„	..	2,128
Horsehair	„	35,710	24,341
Lobsters	No.	1,480,699	1,217,244
Whalebone	lbs.	..	514
Hay and Straw	„	..	12,651
Ice	tons	3,323	20,402
Iron, all kinds	lbs.	3,584,236	3,036,774
Iron Ore	„	735,376	2,542,058
Nails	„	55,000	28,699
Carraway Seed	barrels	2,373	1,293
Rags	lbs.	4,925	6,049

	In 1861.	In 1862.
Copper Ores .. .. lbs.	2,698,000	1,446,413
Copper, Brass, &c. .. .. .. „	1,230,852	..
Do. (Old) .. .. „	61,193	1,074,166
Corks .. .. „	..	11,220
Oats .. .. barrels	6,577	16,938
Ryemeal .. .. lbs.	..	6,149
Nickel Ore .. .. „	..	..
Oil Cakes.. .. .. „	1,435,540	1,097,567
Potatoes .. .. barrels	..	5,743
Hides and Skins (undressed) .. .. lbs.	620,598	320,598
Do. do. .. .. No.	41,663	52,553
Do. (dressed) Leather .. lbs.	96,882	150,754
Apatel .. .. „	..	..
Feltspath.. .. .. tons	..	370
Tobacco .. .. lbs.	5,105	..
Hones .. .. No.	151,009	178,000
Pyrites .. .. lbs.	..	12,519,454
Cordage, old .. .. „	80,341	61,049
Cod Liver Oil .. .. quarts	8,106,183	1,615,471
Timber, sawn and round, over 38 inches. loads	872,500	890,000
Do. (under) .. .. „	..	..
Spelter .. .. lbs.	..	41,453

From the following Table will be seen the principal articles of export from Norway to England direct in 1863.

Bones	lbs.	1,257,315
Cobalt (all kinds)	„	19,250
Hones	No.	197,200
Chrome and Chromate of Iron . .	lbs.	959,200
Fish (fresh)	£	29,343
Clipfish	„	106,136
Game and Poultry	„	34,046
Lobsters..	No.	935,741
Ice	tons	29,110
Iron (all kinds)..	lbs.	1,834,542
Iron Ore..	„	608,960
Copper and Copper Ore.	„	869,724
Bar Copper	„	140,687
Copper Pyrites	„	273,240
Oats	quarters	24,030
Leather Clippings	lbs.	16,056
Oil Cakes.	„	1,005,345
Nickel Ore	„	1,296,332
Goat, Calf, and Kid Skins	„	83,000
Seal Skins	No.	10,680
Feldspath	tons	114
Pyrites	lbs.	12,884,080
Timber, sawn and round (all kinds) ..	tons	311,468

The export of metals, on the whole, has been less than usual, especially as regards copper.

The export of bar iron, which, in the three years 1856–60 had averaged 4,611,200 lbs., fell in 1861 to 3,222,560 lbs., and in 1862 to only 2,464,000 lbs.

The export of steel, likewise, which in 1861 amounted to 341,000 lbs., was in 1862 only 38,500 lbs. Among other mineral produce, mention may be made of the export of pyrites, of which large quantities are now exported. In 1861 but little left the country. In 1862, 12,519,454 lbs. were shipped, and in 1863 one company alone shipped seventy cargoes principally from Drontheim and Levanger. The Kongsberg

Government silver mines, which, for the two years 1860–61, gave a yearly produce of 17,800 marks of fine silver and a yearly surplus of 61,000, gave only 13,500 marks of fine silver, and a surplus of 31,600 specie dollars as the average annual produce of the two years 1862 and 1863. The working capital sunk in these mines amounted, at the end of 1863, to 882,000 specie dollars.

The export of ice is becoming likewise more and more important. At present the greater portion of the so-called Wenham Lake ice comes from this country. Norway is richly supplied with certain natural products (especially timber and fish), but it is less favourably situated as regards the production of cereals, as well as the development of manufacturing industries. The consequence is, that Norway, in a greater degree than most other countries, is dependent upon foreigners, not only for its luxuries, but for the necessaries of life. Norway, therefore, carries on a considerable foreign trade, and stands in a dependent position towards foreign countries.

The statistics for 1862–63 are not yet published. The total annual average value of the produce of the country for these years may be estimated at about 62,000,000 specie dollars.

The difference between the value of the produce and the consumption cannot be great in countries in an advancing state of development; but although the sources at disposal for obtaining really accurate information on these points are insufficient, yet it may be assumed with tolerable certainty that the value of the imports somewhat exceeds a fourth of the total produce of this country.

In 1836 the total produce was estimated at 36,000,000 and the imports at 6,000,000: the proportion, then, between the country's produce and its exports has increased from one-sixth to one-fourth, which is principally in timber and shipping, and the produce of the fisheries. Norway imports at present goods for a value of upwards of 10 dollars per annum for each individual, which is double the amount imported into Sweden.

The following Table shows the principal imports in 1862 as compared with 1861 :—

	In 1861.	In 1862.
Corn, all kinds .. .. .. quarters	838,889	693,818
Rice .. .. lbs.	1,854,556	1,885,936
Pigs .. .. number	2,331	3,501
Cattle .. .. „	1,037	1,326
Pork, fresh .. .. lbs.	51,496	68,652
„ salt .. .. „	1,203,303	1,604,423
„ smoked .. .. „	97,356	162,147
Beef, fresh .. .. „	58,615	52,759
„ salt .. .. „	810,641	778,848
„ smoked .. .. „	7,484	3,414
Game .. .. „	..	18,744
Sausages and Tongues .. .. „	83,902	80,672
Coffee .. .. „	11,629,891	11,512,304
Sugar .. .. „	10,571,442	12,720,868
Treacle .. .. „	4,692,604	4,757,961
Tea .. .. „	132,997	111,221
Cocoa and Chocolate .. .. .. „	43,591	43,524
Brandy .. .. gallons	3,040,643	241,952
Wine .. .. „	..	105,749
Tobacco .. .. lbs.	3,941,913	3,148,330
Ale and Porter .. .. .. gallons	34,388	35,354
Ditto, in bottle .. .. .. quarts	..	13,812
Mead .. .. gallons	99,621	96,666

		In 1861.	In 1862.
Vinegar	gallons	115,016	115,134
Ditto, in bottle	quarts	..	596
Oranges	lbs.	213,320	259,102
Grapes	,,	5,324	2,062
Prunes	,,	432,471	315,164
Currants	,,	33,803	40,453
Figs	,,	120,522	73,386
Raisins	,,	571,874	204,621
Cinnamon	,,	39,154	40,741
Almonds	,,	99,140	85,939
Nuts	,,	90,212	73,126
Vermicelli and Maccaroni	,,	..	11,176
Aniseed	,,	18,696	22,173
Carraway	,,	16,350	17,152
Cardamums	,,	4,728	2,902
Hops	,,	..	230,547
Table Salt	,,	31,975	7,511
Salt (other kinds)	barrels	627,656	780,703
Ginger	lbs.	33,856	34,155
Ditto, preserved	,,	14,716	1,280
Laurel Berries and Leaves	,,	5,373	5,509
Onions	,,	180,809	195,868
Cabbage Heads	number	190,837	163,398
Nutmeg and Mace	lbs.	5,038	5,210
Cloves	,,	10,561	11,090
Pipes	number	..	54,394
Chicory Roots	,,	..	732,724
Mustard	lbs.	24,682	21,033
Honey	,,	86,555	73,266
Confectionary	,,	18,765	22,871
Syrup	,,	..	115,318
Butter	,,	3,981,106	345,895
Eggs	,,	104,710	93,997
Cheese	,,	913,960	667,983
Cotton, raw	,,	3,603,560	1,195,716
Ditto, twist	,,	125,018	869,839
Ditto, cloths	,,	..	
Wearing Materials of Flax, Hemp, &c.	,,	6,145,616	7,298,540
Ditto, Thread	,,	323,000	1,367,036
Cloths of Flax, Hemp, &c.	,,	1,011,890	1,367,036
Sailmaker's Work	,,	245,583	250,253
Wool	,,	295,381	312,548
Woollen Cloths, &c.	,,	794,330	1,066,956
Silk Goods	,,	29,000	32,171
Iron (Pig)	,,	6,948,200	7,669,421
Cannons, Cannon Balls, Ballast Iron, &c.	,,	..	7,666,609
Coarse Iron Wares	,,	..	379,651
Bar, Hoop Iron, &c.	,,	..	8,638,245
Iron Plates	,,	1,632,248	989,104
Ditto, Wrought	,,		378,308
Ditto, Chains	,,	1,605,100	1,698,190
Ditto, Sundries	,,	..	1,150,000
Steel	,,	..	175,351
Pins, Needles, &c.	,,	..	12,000
Guns and Pistols	,,	1,376	1,376
Tin, Unwrought	,,	..	4,683
Ditto, in Plates and Rolled	,,	34,446	24,965
Lead, Unwrought	,,	..	59,076
Ditto, in Plates and Sheets	,,	..	182,909
Zinc, Unwrought	,,	..	4,832
Ditto, in Plates and Bars	,,	..	474,984
Ditto, Nails	,,	..	18,161
Copper and Brass, Unwrought	,,	..	3,735
Earths and Clay	,,	1,031,493	2,789,179

		In 1861.	In 1862.
Bricks	number	1,914,457	2,046,096
Tiles	„	3,769,224	3,931,112
Pottery	„	..	281,435
Stone Wares	„	..	1,329,553
China Wares	„	..	72,824
Cork	„	527,455	519,156
Coal and Coke	tons	144,207	139,533
Mats	number	..	38,843
Staves	„	..	7,299,508
Wax	lbs.	..	5,657

The following Table will show the amount of the principal imports direct from England to Norway in 1863 :—

Cotton	lbs.	496,991
Ditto, Twist	„	115,211
Ditto, Goods	„	299,410
Glass and Glass Wares	„	79,213
Coal Tar	„	70,246
Earths and Clay	„	121,278
Crucibles, Retorts, &c.	„	571,611
Bricks	number	507,296
Tiles	„	79,309
Pottery of all kinds	lbs.	7,583 241,273
Stone Wares	„	1,537,405
China	„	28,829
Coffee	„	58,887
Linseed and Hemp	„	219,695
Linen and Hemp Thread	„	400,307
Sailmaker's Work	„	326,150 55,694
Machinery	£	10,030
Iron, Pig	lbs.	7,046,169
Lead	„	23,322
Tin	„	3,722
Zinc	„	7,063
Copper and Brass	„	8,343
Other Metals	„	16,796
Steel	„	146,575
Nails	„	156,396
Cannons, &c.	..	1,116,364
Iron, Bar and Hoop, &c.	„	7,321,042
Ditto Rails	„	137,085
Ditto Anchors	„	3,840,489
Iron plates, &c.	„	2,548,055
Lead, Sheet	„	95,571
Ditto, other kinds	„	260,615
Tin, Sheet	„	38,315
Copper, Wrought	..	298,664
Salt, Table	„	12,535
Ditto, other kinds	„	86,641
Hides and Skins, dry	„	143,545
Ditto wet	„	390,549 253,751
Soda	„	1,342,387
Cement	barrels	56,729
Coals and Coke	tons	139,533
Sugar	lbs.	299,692
Treacle	„	686,950
Soap	„	150,526
Tea	„	32,705
Wool	„	141,687
Woollen Twist	„	65,085
Ditto Goods	„	388,612

The principal heads under which Norway's imports may be classed are: — cereals, animals and animal food, colonial produce, spinning materials and tissues, skins, leather, &c., metals and metal goods, coals, salt, and sundries.

The average relative proportions of the above articles to each other as regards weight, tonnage, and value may be fixed as follows:—

Articles.	Weight.	Tonnage.	Value.
	lbs.	Tons.	Sp. Dollars.
Cereals	349,000,000	121,000	6,097,000
Animal Food, &c.	2,500,000	2,700	230,000
Spinning Stuffs, Flax, &c. ..	8,500,000	6,400	848,000
Hides, Leather, &c.	3,300,000	1,200	610,000
Metals	21,446,000	7,120	890,000
Salt	170,000,000	57,000	400,000
Coal	346,000,000	110,000	480,000
Cotton and Cotton Goods ..	4,273,000	3,680	980,000

Cereals.—The corn supply has always been considered as one of the most important social economical questions in all countries. In times of peace it is of little moment whether a country can produce a sufficient quantity of cereals for the wants of its population if the deficit can be made up from other countries which produce in excess; but in time of war the case is different, and Norway in this respect is very unfavourably situated.

The produce of the native agriculture averaged in 1860 about 1,561,904 quarters corn and 1,790,476 quarters potatoes, while at the same time there were imported 591,427 quarters corn and 9,000 barrels potatoes. If the collective value of this be reduced to the average value of barley, it gives a result of 1,706,666 quarters as the native produce of agriculture, and 703,809 quarters as the import. (It must be borne in mind that the simpler kinds of cereals are the growth of the country, whereas the finer kinds are imported.)

With a population of little more than a million and a half, 2,410,475 quarters of corn, &c. (reduced to the barley standard value) were consumed; thus the growth of the country supplied nourishment for 1,100,000 persons, while about 400,000 were supplied by foreign importation. It must be borne in mind that between 150,000 and 200,000 quarters are consumed in the production of beer and spirits.

The import of corn has continued steadily to augment; it averaged

	Barrels.*
In 1831–40	1,035,000
1841–50	1,125,000
1851–60	1,278,000
1861	1,849,000
1862	1,515,299

Sufficient oats and potatoes are grown in the country to supply its wants; indeed the export of the first-named article has commenced of late years, the imports then consist of barley, rye, and wheat. The hay harvest was plentiful in 1863; the autumn sown corn gave likewise a good return, whereas the spring corn, and especially the potatoe, failed to some extent: the produce of this year was in consequence below the average.

General Statistics.—The sanitary condition of the country has, within

* $2\frac{1}{10}$ barrels about 1 Imperial quarter.

the last few years, much improved, through the appointment of Public Sanitary Commissioners, whose labours have given satisfactory results.

The population of Norway at the end of 1861 was about 1,630,000 souls. The number of deaths in that year was 31,471, and births 49,524, still-born children not included. Of these latter, 45,454 were born in wedlock, and 4,070 illegitimate. The rate of mortality for the whole kingdom for that year will be, according to the above figures, 1 in 52, or a proportion of somewhat more than 19 deaths in every 1,000 persons. It should be remarked, however, that 1861 was a very unhealthy year, and that the deaths exceeded the average of the five preceding years by 20 per cent., mainly owing to the prevalence of diphtheria and measles, which became epidemic, and continued so during the following year 1862, when the bills of mortality still showed a high rate of deaths. A marked decrease took place in 1863.

In the seven lunatic asylums in Norway there were, at the beginning of 1862, 794 insane patients under treatment, of whom 404 were males and 390 females. 135 left cured, 74 were getting better, and 17 were considered incurable. The rate of mortality was 1·1918. The proportion of insane persons in Norway is about 1 in every 300 of the population. In 1863, there were 2,096 persons under treatment for leprosy, of whom only four were cured.

There were in this same year 331 legally authorised medical men in practice in Norway, besides 483 midwives having diplomas.

A general improvement in the public roads continues to be made, and at present the means of communication between the capital and the outlying parts of the kingdom are as good and convenient as in most countries in Europe.

The line of railway between Drontheim and Storen, for which funds were voted by the Storthing in 1857, is now open for the conveyance of passengers and goods. Its length is 31½ miles, and its entire cost 160,000*l.*

The continuation of the Christiania and Kongsvinger line of rail to the Swedish frontier was begun in 1863, and will, it is expected, form the complete junction with the Swedish lines in 1865.

The new canal connecting the town of Skien with the North Sjö Lake is likewise completed, by which increased facilities for the timber and general trade of those districts will be created.

The value of property insured in the native fire offices amounted on the 31st December, 1863 to Spd. 66,100,000 ; at the same date in 1861 the amount was only Spd. 61,800,000.

The deposits in the different saving's banks in Norway amounted in 1840 to Spd. 1,817,000, and in 1862 to Spd. 14,464,000 ; of this latter sum Spd. 10,581,000 were deposited in the towns and Spd. 3,883,000 in the country districts.

The English system of penny banks has lately been introduced in the larger towns and with excellent results.

The total revenue from the Customs was—

	Sp. Dollars.
In 1862	3,031,000
1863	3,155,200

In the budget made up for the financial years 1860-63 it was estimated at only Spd. 2,750,000 and Spd. 2,850,000 for the above years.

The national debt at the end of 1863 amounted to Spd. 8,522,000; on the other hand the Treasury had out on loans at the same time Spd. 4,245,000.

Christiania, May 12, 1864.

GOTTENBURG.

Report by Mr. Consul Engström on the Trade of Gothenburg for the Year 1863.

The trade of Gottenburg in 1863 shows a further increase as compared with the previous year, and has, on the whole, been satisfactory.

Shipping and Navigation.—In comparison with the year 1862 there is an increase on British shipping, inwards, of 7,104 tons, and on foreign ditto, of 28,732 tons, showing an increase of 35,836 tons, as will be seen by the following comparative statement of the arrivals and departures during the five years 1859 to 1863, viz.:—

Years.	British.		Foreign.		Total.	
	Number of Ships.	Tons.	Number of Ships.	Tons.	Number of Ships.	Tons.
Entered.						
1859	197	39,315	1,455	172,851	1,652	212,166
1860	169	41,576	1,477	160,784	1,646	202,360
1861	209	52,271	1,682	204,955	1,891	257,226
1862	266	63,849	1,719	200,485	1,985	264,334
1863	267	70,953	1,870	229,217	2,137	300,170
Cleared.						
1859	200	39,332	1,369	174,466	1,569	213,798
1860	164	40,346	1,379	164,836	1,543	205,182
1861	216	54,180	1,429	186,580	1,645	240,760
1862	255	61,578	1,566	196,700	1,821	258,278
1863	272	71,687	1,573	220,884	1,845	292,571

I subjoin a return of the British shipping at the outports of this Consulate for 1863.

	Vessels.	Tons.	Crews.
Uddevalla and Lysekihl ..	7	1,100	42
Marstrand	3	743	25
Halmstad	2	245	11
Helsingborg	23	3,277	134
Landscrona	17	3,118	117
Malmö	30	4,466	223
Ystad	12	1,612	79
Carlscrona	8	1,694	50
Total ..	102	16,255	681

Freights were moderate in the spring, but advanced towards the autumn as shipping became scarce.

The following were the current rates to London:

	Spring and Summer.	Autumn.
For Deals, per Petersburg standard ..	32*s.* to 34*s.* ..	38*s.* to 40*s.*
„ Oats, per quarter	1*s.* 9*d.* to 2*s.* ..	2*s.* to 2*s.* 6*d.*

Trade and Commerce—Exports.—As compared with 1862, there has

been an increase in the value of the exports into Gottenburg, during 1863, of 108,000*l.*, as appears by the following approximate estimate of the total value for the last five years.

Years.	In British Ships.	In Foreign Ships.	Total Value.
	£	£	£
1859	247,500	852,500	1,100,000
1860	273,000	877,000	1,150,000
1861	279,000	751,000	1,030,000
1862	343,800	833,200	1,177,000
1863	433,850	851,150	1,285,000

Iron.—The shipments of iron to Great Britain in 1863 have been somewhat less than the preceding year; but the total export gives an increase of 2,830 tons, as will be seen by the subjoined statement, for the last five years.

	Tons.
1859	40,405
1860	40,040
1861	28,613
1862	41,530
1863	44,360

There has been scarcely any fluctuation in the price of iron in 1863, the average rate being about the same as the former year.

The stock of iron on hand on the 31st December, 1863, was 18,150 tons, against 24,320 tons at the close of 1862.

Freights on iron to London 5*s.* to 10*s.* per ton.

Wood.—The export of plank, deals, and battens from Gothenburg in 1863 amounted to 329,078 dozens, being nearly on a par with the shipments of the former year, as appears by the following return for the last five years.

	Dozens.
1859	294,700
1860	260,400
1861	326,800
1862	333,455
1863	329,078

Of other kinds of wood the export, in 1863, consisted of—

Pieces of Timber, large and small	16,254
Masts and Spars	10,620
Pairs of Oars	15,380
Pieces of Pit props	1,226,200
Laths	1,921,380
Dozen pieces of Firewood	133,000

The stocks of wood at the opening of the year were rather under the average as to quantity, and of indifferent assortment, which tended to check the early shipments; but the communications with the interior having opened nearly a month sooner than usual, assortments were completed from new supplies. Still the effect of the drain of particular sizes from the commencement of the season, extended to the close, the stocks in December being, if possible, worse than at the beginning of the year, and almost denuded of the usual current sizes.

The Gottenburg shippers, having found it expedient to regulate their prices in some due proportion to those current for goods from the Gulf of Bothnia, enjoyed a fair and steady demand throughout the year, the supplies from this port having the full benefit of easy access and short distance, as compared with those from the Gulf.

The observations in my Report of last year as to supplies from the interior, and the evidences of exhaustion of forests apply to the year 1863; in fact the mild winter and consequent unfavourable state of the forest country for transport, affected the supply of round timber in a marked degree, the peasants having left many large heavy trees behind in the forests.

The quantity of wood exported from Gothenburg to France and Spain was in excess of that in 1862, smaller shipments being made to England and Trans-Atlantic ports.

Some experimental shipments were made to the south of Italy, and are likely to be repeated.

The trade in pit props has latterly fallen into fewer hands, and as the parties now engaged in this branch seem to have got the business into a better system, the article is likely to become one of steady and regular supply from hence.

The actual expense being of less importance than the freight, the shipment of this article is of necessity confined to the port of Gothenburg and its vicinity.

The trade in square timber and uffers is quite nominal. Supplies of the former were brought round from the Gulf ports.

Shipping prices of deals opened in the spring at per Petersburg standard :—

					£	s.
1st and 2nd quality, mixed,	3 in.	by	9 in.	Red	7	10
3rd	„	„	3	9 „	6	15
1st and 2nd	„	„	2½	7 „	7	0
3rd	„	„	2½	7 „	6	5

but suffered a decline of *5s.* to *10s.* by the end of the year.

White wood at 10 per cent. discount on the above rates was in little demand, and stocks of this kind in excess at the close of the season.

Grain.—The abundant harvest of 1862 was followed by an unusually large export of grain from Gottenburg in 1863, amounting to 299,000 quarters, principally oats.

From the several outports of this Consulate the shipments of grain were as follows, viz. :—

	Quarters.
Strömstad	32,750
Uddervalla and Sysekihl	41,100
Marstrand	4,150
Kongelf	32,500
Warberg	15,200
Halmstad	20,300
Helsingborg	108,800
Landscrona	47,700
Malmö	62,400
Ystad	77,600
Carlscrona	950
Total	443,450

The above total export exceeds that of the former year by 178,630 quarters.

The several countries to which the principal exports from Gothenburg have been shipped, with the quantities and value, will be found in the accompanying Trade Return, No. 3, and the following additional articles not included in that Table, have been exported in 1863, viz. :—

Oil Cake	tons	1,482
Tar and Pitch	cwt.	5,937
Lead	„	4,607
Zinc	„	85,196
Manganese	„	898
Alum	„	284
Rags	„	3,198
Cranberries	„	580
Oaten Meal	„	1,216
Cotton and Cotton Yarn	lbs.	245,050
Paper	„	97,770
Hides and Skins	„	53,928
Window Glass	„	11,849
Horn Shavings	„	4,100
Lamp Black	„	16,000
Cheese	„	4,144
Soap, common	„	3,845
Bricks and Tiles	pieces	48,200
Copper, refined	Value £	25,00
Steam and other Machinery	„	1,500
Lucifer Matches	„	21,500

Imports.—In the value of the imports into Gottenburg in 1863 there is an increase, as compared with the former year, of 130,000*l.*, as shown in the following approximate estimate for the last five years, viz. :—

Years.	In British Ships.	In Foreign Ships.	Total Value.
	£	£	£
1859	440,000	860,000	1,300,000
1860	400,000	1,100,000	1,500,000
1861	457,500	1,262,500	1,720,000
1862	445,000	1,065,000	1,510,000
1863	479,000	1,161,000	1,640,000

The quantities and value of the principal imports into Gothenburg in 1863 are specified in the accompanying Trade Return, No. 1, and the following is a list of articles not included in that Return, viz. :—

Grain, pricipally Rye and Barley	quarters	71,500
Meal of Wheat and Rye	cwt.	46,400
Rice and other Grits (not of corn)	lbs.	1,550,765
Almonds	„	90,000
Butter	„	153,000
Cheese	„	241,600
Fish, Salted	„	221,795
„ Dried	„	14,076
Glass, Plate and Window	lbs.	226,422
Hops	cwt.	93,149
Indigo and other Dyes	lbs.	716,437
Iron, Pig	tons	1,645
„ Plate and other Wrought	„	727
„ Rails	„	3,107
Liquorice	lbs.	44,682
Manufactures, Silk, Cotton, Woollen, &c.	„	499,620
Oil, Train	„	362,253
„ Fatty	„	895,624
Oil of Vitriol	„	383,431
Pepper	„	116,384
Plums, French	„	136,133
Pork	cwt.	48,354
Raisins	lbs.	345,313
Soap	lbs.	13,962
Soda	cwt.	11,995
Spices	„	36,654

Spirits (all kinds)	„	1,173,893
Sugar, refined	„	2,835,189
Tallow	„	289,900
Tea	„	35,350
Treacle	lbs.	850,570
White Lead and Zinc	„	362,652
Wool	„	752,139
Woollen Yarn	„	215,650
Wines	„	1,044,460
Machinery and Implements	Value £	26,000

I subjoin a statement of the average market prices, duty paid, of the principal imports for 1863 :—

		s.	d.		s.	d.
Coal, British	per ton	18	0	to	20	0
Coffee, Java	per lb.	0	10½		0	11
Ditto, Brazil	„	0	9		0	9½
Cotton, East India	„	1	6		1	8
Cotton Yarn, British water No. 30 / Ditto Ditto mule No. 36	„	2	6		2	9
Hides, Rio Grande	„	0	11		1	0
Ditto, Pernambuco and Batavia	„	0	8		0	9
Rice, Java	„	0	3		0	3½
Salt	per ton	30	0			
Sugar, raw	per lb.	0	4		0	4½
Tobacco, Kentucky	„	0	11½		1	3
Wool, Jutland	„	1	4		1	5
Ditto, Iceland	„	1	2		1	3

Exchanges.—The mean rates of exchange per pound sterling on London, for the year 1863, were as follows :—

	Rdrs.	öre.		Rrdrs.	öre.
January	17	63	July	17	72
February	17	70	August	17	79
March	17	62	September	17	69
April	17	67	October	17	61
May	17	69	November	17	61
June	17	67	December	17	55

Average of the year .. .. .. Rdrs. 17 66

I add a statement of the amount of foreign bills negotiated at Gothenburg during the last five years, viz. :—

	Rixdollars.
1859	39,934,260
1860	42,601,700
1861	46,991,900
1862	49,035,320
1863	46,981,556

being 2,053,764 rix dollars, or about 114,100*l.*, less than 1862.

Agriculture.—The harvest of 1863, though far less abundant than the previous year, may upon the whole be considered a fair average one.

Wheat and rye gave a full average yield, especially the winter seed, leaving a return of eight to ten fold.

Barley and oats yielded fair in quantity, but owing to continual rain during the harvesting, were not so well got in.

Peas and beans gave but a moderate crop.

Potatoes were partially attacked by the disease, and suffered also from frost. The yield was not above six to eightfold.

The hay crop was abundant and well got in.

The following were the average market prices of grain, &c., during the year 1863, viz. .—

		s.	d.
Wheat	per quarter	41	0
Rye	,,	32	0
Barley	,,	23	0
Oats	,,	15	6
Peas	,,	34	6
Beans	,,	28	6
Potatoes	per ton	60	6

Under the heads of population, industries, &c., there is nothing of importance to record since my Report of last year.

Gottenburg, June 3, 1864.

SWITZERLAND.

GENEVA.

Report by Mr. Consul Arundel Mackenzie on the Trade of Geneva for the Year 1863.

In attempting to submit an annual report of the trade and circumstances of the locality in which my Consulate is placed, I extremely regret the difficulty which exists of getting information and statistics which may be relied on, inasmuch as in many branches of public as well as of private industry, there is no attempt made to record the results; whilst in others, even where there is appointed a control for the express purpose of preventing fraud on the one hand, and of furnishing the information and statistics on the other, which might be useful to the public, the very directors of such public establishments, (as, for example, the office for controling the gold and precious metals used in jewellery), candidly acknowledged that their own statistics given into Government are not to be relied on, as to showing the exact amount of business done, for as no penalty for the omission exists, not one jeweller in ten will submit all his operations to be controlled; but will merely give in such as suit him, to have the stamp or mark of the comptroller on them, for the purposes of facilitating the sale thereof on the spot, since in articles for export none is required—at least, such is the explanation given by that functionary when I applied to him for a copy of his annual returns for the last year. Still, however, on the watch and jewellery branches I will (after I shall have previously explained a few preliminary particulars which I consider indispensible to make the ideas I wish to submit perfectly clear and intelligible) give all the information I have been able to obtain on them also.

Since the epoch in 1814, when the town and canton of Geneva became incorporated in the Swiss Confederation, a variety of circumstances have conduced to a constantly increasing prosperity, by the augmentation of population (as will be proved by the ciphers of the census of 1850, and that of 1860, herein quoted, and which may be relied on as having been favoured me by the Office of the "Etat Civile") extended trade, manufactures, &c., consequent on the facility of admission as citizens, and the personal security afforded to those residing here; but this increase of population of manufactures, and commerce has become surprisingly more manifest since the establishment and opening of the railway connecting Paris, Lyons, and Geneva, on the one side, and the west Swiss line, connecting it with the whole net-work of the lines of the rest of Switzerland, north, east, and central, as well as with Italy by the Simplon St. Bernard and St. Gothard routes on the other; so that Geneva became far too small for the numbers wishing to reside in it, and consequently the fortifications (never very formidable, but with modern amelioration of gunnery, worse than useless, the town being commanded almost on every side by higher ground) have been thrown down, the ditches filled up, and the whole circuit of the old town is now occupied by new buildings of more or less elegant, but solid structure; and yet the immense number of houses which have been built within these last four or five years, and are still being built, have by no means sufficiently supplied the requirement, so that rents still remain at or about their previous high rates, whilst in some particular situations, the prices paid for favourite apartments would appear almost fabulous; which circumstance would make it clear that the building trade must have proved very lucrative to those engaged in it, whether as masters or as workmen; but the increase has been such that

were a native, or even a stranger or person well acquained with Geneva, who might have been absent eight or ten years to return to it, he would hardly recognise it, so extensive has it become. Still it cannot boast of many public buildings of any great merit, notwithstanding that the "Palais Electoral" the "Conservatoire de Musique" on its right, with its neighbour the "Temple Unique," or Masonic Hall, and the Athenæum, are all pretty solid and respectable buildings, as are also the Jewish Synagogue, the new principal Catholic Church, with its adjoining residence for the Catholic Clergy and schools, and the new English Protestant Church of the Holy Trinity, all of which are important and striking modern improvements.

Two new bridges, moreover, have been added to this town during the last five years, viz., that of the Coulouvrinier, and that now called "Pont Neuf," which last was begun and finished within last year, and both of which are very creditable specimens of the architecture as well as of the iron foundries of this place, for almost all the ironwork in both bridges, but especially of the latter (which is peculiarly artistic), emanates from the iron foundries established in the immediate suburbs of Geneva within the last few years, and all of which, employing numerous hands, prove that these establishments also prosper.

Besides these iron foundries, various other manufactories have been established here of late years, such as glass blowing (of common sorts), pianoforte manufactory, tobacco and cigar manufactories, &c., &c., &c. Of this last, it is not long since some parties signed a contract in this office for the exclusive supply of an establishment in London for the sale of cigars made here.

Of the various articles of agricultural growth it would be impossible to obtain a collective idea or statement, for they are mostly consumed on the spot, or in the Canton; whilst of many articles, such as bread, corn, &c., the quantity grown by no means suffices for the local supply, which is brought in from so many places and in such varied quantities, that there is no means of coming at approximate results.

A good deal of Swiss cheese goes to England, but not from this Canton, and this perhaps is almost the only exportable agricultural article. The wine being by no means even sufficient for the home consumption, even if the quality were worth the trouble, or would bear exporting; whereas large quantities of superior qualities of wines find their way here from various parts, particularly from France, the Rhine, and Spain, and in fact, although the industry of the Swiss may be renowned, it certainly does not manifest itself most in its agricultural results.

The population of Geneva has considerably increased within the last few years, as results from the following statements, which palpably demonstrate the increase during the 10 years from 1850 to 1860. The subsequent increase from 1860 to 1863 has been on a more extensive scale, though it will not be able to be equally proved until the census of 1870, for the numbering the people only takes place once in 10 years. But, from the above-mentioned period of from 1860 to 1863, the augmentation seems to be principally among the labouring classes from France, Savoy, Germany, and Italy. It would, moreover, appear that the Catholics now considerably outnumber the Protestants in the town and canton of Geneva.

CENSUS OF 1850.

TOWN OF GENEVA.

Males	14,411
Females	16,827
Total	31,238

N.B. The Etat Civil was not made in recapitulation of 1850.

Nationalities—	
Citizens of Geneva	15,258
Citizens of the other Cantons	2,724
Strangers..	7,035
Servants	6,165
Natural Children	56
Total	31,238
Religions—	
Protestants	21,774
Catholics	9,322
Jews	142
Total	31,238

CANTON OF GENEVA.

Males	30,795
Females	33,351
Total	64,146
Nationalities—	
Genevese..	39,756
Swiss of other Cantons..	9,141
Strangers	15,142
Natural Children	107
Total	64,146
Religions—	
Protestants	34,212
Catholics	29,764
Israelites..	170
Total	64,146

CENSUS OF 1860.

TOWN OF GENEVA.

Males	19,983
Females	21,432
Total	41,415
Etat Civil—	
Married, living together	13,545
„ separate, or divorced	552
Widowers and widows	2,492
Celebatairs	24,826
Total	41,415
Nationalities—	
Citizens of Geneva	14,324
„ other Cantons	4,606
Servants	8,279
Strangers	14,188
Natural Children	18
Total	41,415
Religions—	
Protestants	24,363
Catholics	16,564
Other sects of Christians	187
Jews	301
Total	41,415

CANTON OF GENEVA.

Males	40,563
Females	42,313
Total	82,876
Etat Civil—	
Married, living together	27,108
Separate or divorced	1,043
Celibatairs	49,299
Widowers or widows	5,426
Total	82,876
Nationalities—	
Citizens of Geneva	40,926
Swiss of other Cantons	13,200
Strangers	28,700
Natural Children	50
Total	82,876
Religions—	
Protestants	40,069
Catholics	42,099
Other sects of Christians	331
Jews	377
Total	84,876

There were 1,044 Genevese absent from the Canton on the day of the Census.

A Statement published recently gives the whole population of the Swiss Confederation as 2,534,242; namely:—

Protestants	1,483,298
Catholics	1,040,469
Jews	4,216
Other Creeds	6,259
Total	2,534,242

With regard to the old staple manufactories of Geneva, viz., watch-making and jewellery, being desirous of obtaining the most accurate information possible, I have addressed to a very intelligent person long connected with those branches the following questions, and have now the honour to submit his answers.

Query No. 1.—It is particularly desired to be ascertained if the watch-making and jewellery trades have progressed or retrograded during the last four or five years, with any other notions on such points as it may be possible to obtain and give.

Ans. No. 1.—Both watchmakers and jewellers have suffered much from the prolonged monetary crisis; and it is only within the last fifteen months that the former have been able to employ anything like the number of hands they did in 1859, their best customers, the Americans, having suspended orders and often payments. Latterly the Spanish market has, to some extent, taken their place.

The same applies to the jewellers, with the addition of the fact that the strike of 1856 put it out of the manufacturers' power to execute their orders for some months, which turned the current of foreign importers rather towards Paris. Many have since returned to their old suppliers in Geneva, but the ill-effects of the said strike are still felt.

Query No. 2.—Have any new improvements been introduced which could be made available elsewhere?

Ans. No. 2.—No invention of importance has been brought out lately. The absence of patents in Switzerland holds out but little encouragement to inventors.

Query No. 3.—If the Custom-house regulations and laws of Great Britain are favourable to the trade of Geneva, or the reverse?

Ans. No. 3.—The new English tariff is an inducement to Genevese houses to send travellers to England, and may be expected to increase trade between the two countries, when some of the prejudice on the part of English tradesmen to foreign patterns may be overcome.

Query No. 4.—Whether the greater part, or what approximate proportions, of the manufacture of watches and jewellery in Geneva be directed to England, or to America, Germany, Italy, or elsewhere?

Ans. No. 4.—America is our watchmakers' best customer; Spain and Russia next. England stands scarcely above one-third. Italy and France next, particularly for cheap goods—though lately the orders from France have been for a better article. Venice and Eastern Europe take many expensive men's watches. The jewellery trade in Italy has always been good, and has much improved lately.

Query No. 5.—As there is no law here for punishing innovations or imitations of trade-marks, how do the restrictions in force in England affect Geneva?

Ans. No. 5.—Imitations of English names and trade-marks are seldom made in Geneva, except on watch cases made there for the Neufchatelois, or Chaux de Fondriers, to be exported to all parts of the world. Very few real Genevese watches bear any but private Geneva trade-marks.

In addition to the preceding remarks, I would only wish to further add, that the progress of watchmaking at Besançon and its vicinity, almost immediately adjoining the frontier (where very large concerns have now for some years been established) has, without doubt, been a serious injury to Geneva in that branch, as, manual labour being cheaper, they produce a cheaper though inferior watch, and, moreover, in such large quantities as to materially affect the Swiss trade in that article.

In regard to trade with Great Britain in exports from thence, I should imagine it must have increased very considerably of late years since the opening of the railroads direct, for almost all the shops of linen and woollen-drapers, hosiery, Birmingham and Sheffield wares, carpetings, &c., supply themselves direct from the manufactories in England, Scotland, and Ireland, sending partners or confidential employées once or twice a-year, or oftener, as circumstances require, to choose their purchases on the spot, so that these articles are to be found in all shops here, at or about London prices, as are also most of the luxuries of life, such as fish, shell-fish, game, and all other articles of the table from France and England and the North of Europe, as also, in like manner, and according to season, of all Mediterranean produce, fish, fruits, &c.

It might not be, perhaps, altogether extraneous to the object of he present report, were I to mention that a circumstance which used to militate much against English families becoming residents in Geneva(if only temporarily), in order to avail of the numerous advantages it offers for educational purposes, especially of languages, has recently been done away with, by the suppression of the celebrated gambling house, known by the name of the "Cercle des Etrangers," at the corner of the Quai de Mont Blanc; House Tazey, kept by a certain Bias, it having been at last closed by the local authorities and in virtue of the existing laws.

I have besides to mention that an American tramway for the transit of

passengers, at one penny per head, has been completed by an English Company, and at work for now nearly two years, connecting the large suburb of Carouge, even to its utmost extremity, three or four miles off, with Geneva, which works from 6 a.m. to 10, 11, or even frequently to 12 p.m —midnight—when anything of interest is on foot at either extremity, and which has been known to convey 10,000 passengers in one day, whilst another is in progress of construction, by the same parties, from the other side the town to the villages or small towns of Chene Bourejerie and, perhaps, Annemasse.

Geneva, January 22, 1864.

TRIPOLI.

BENGASI.

Report by Mr. Vice-Consul Reade on the Trade of Bengasi for the Half-Year ending 30th November, 1863.

The trade of Bengasi during the past six months has been but poor both in exports and imports, from the same circumstances that caused the insignificance of the same trade during the previous six months, viz., the failure of last year's crops.

Imports.

The imports of the period in question have been insignificant. Cotton manufactures, the principal article, keeping increasing their extraordinary high prices. An increase of 50 per cent. has taken place during the last few months alone.

Smaller quantities of sugar and coffee have been brought here, as the previous stocks had not been consumed. Beyond these articles scarcely anything else has been imported.

Exports.

Cattle.—The exportation of cattle to Malta during this period has been much less than it was, owing to the high prices of other animals in Egypt (chiefly camels and sheep), considerable numbers of which have been sent overland to that country, together with a fair quantity of horses.

Comestibles.—No comestibles have been exported, with the exception of two or three loads of barley, part of last year's tithes sold by the Government.

Wool.—Almost all the wool of last year's produce had left this place before June.

Butter.—A good deal of butter has been sent to Egypt during the past six months, and the remainder of last year's crop is being sent away.

Prices.—Prices in general have increased owing chiefly to the demands from Egypt.

Exchange.—The exchange has always been at par, that is 110 piastres to the pound sterling.

Remarks.

The autumnal rains having fallen pretty copiously, the present state of the corn is good; but as everything depends upon the vernal rains, it is impossible to say more. The grass having sprung up freely, the cattle have greatly improved in appearance.

Bengasi, November 30, 1863.

BENGASI.

Report by Mr. Vice-Consul Reade on the Trade of Bengasi for the Year ending December 31, 1863.

The general trade of Bengasi during the past year has been still less than what it was in 1862, owing chiefly to the same causes, viz.: the continued failure of the crops, and the war in America, in consequence of which the importation of cotton manufactures has diminished in an extraordinary degree, as will be seen by the following table:—

Imports of 1862	£11,880
„ „ 1863	8,473
Decrease	£3,407

The exports, however, have been increased principally from the sale of the Government salt here, which, on account of the prohibition to import European salt into Turkey, has become one of the principal local revenues. Upwards of £20,000 worth of salt has been exported this year, or about 3 million okes.

Exports of 1862	£29,666
„ „ 1863	53,620
Increase	£23,954

Imports. Cotton Manufactures.—The quantity of cotton manufactures imported this year has been about two-thirds of that imported in 1862. The prices being more than double what they were, owing to the continued war.

Coffees.—Coffees keep up their increased prices, owing, it is said, to the same causes.

Miscellaneous.—The other minor articles of importation, such as sugar, boards, iron, wine, spirits, &c., have kept up their high prices, and have not been imported to so great an extent as before.

Exports. Cattle.—Very few head of cattle have been exported to Malta during the past year. Not more than about 300 head, whereas in 1862, about 1,500 were exported, a great many have been sent overland to Egypt, where there has been a great demand.

Corn.—The failure of last year's crops prevented any corn leaving this for abroad during the past year, in fact about three shiploads alone, and that of the tithe sold by Government.

Wool.—There has been more wool sent to Europe this year than in 1862. About 600 bales, whereas during the previous year there were only about 400 bales.

Butter.—A great deal of butter has been exported during the past year, principally to Egypt, where there has been a great demand. The quantity was about 300,000 okes. The previous year's export was a little more than half that quantity.

Skins.—The only skins that have been exported during 1863 were the usual quantity of goat-skins to Tunis and Malta.

Prices.—Prices in general have augmented, owing principally to to the decreased importation, and also to the extraordinary high prices cattle have fetched.

Exchange.—The exchange, from the few remittances the traders have had to make, has been always at par, that is, 110 piastres to the pound sterling.

General Remarks.—The present appearance of the young corn which has sprung up is very vigorous, and as much rain has fallen, particularly during the past month, great hopes are entertained, and as the grass in the country is springing up abundantly, the condition of the present stock of cattle will be much improved, as during the past summer, from the want of rain in the spring, the pasturage was very poor. The cattle, however, have been entirely free from all sign of disease, and are, fortunately in a very healthy condition.

Bengasi, January 1, 1864.

DERNA.

Report by Mr. Consul G. de Fremeaux on the Trade of Derna for the Year 1863.

The commerce of Derna continues to be stationary. The yields of wheat and barley have been of a fair average; cattle in general is prosperous; sheep and goats have been exported by land to Egypt during the year, as well as a considerable quantity of butter for Crete, and salt for the Levant.

Imports have been of slight importance; they consisted of provisions and manufactures.

The following Return exhibits the number of vessels entered and cleared from this port and the coast during the year:—

Nationality.	Entered.				Cleared.			
	Number.	Tons.	Crews.	Value of Cargo.	Number.	Tons.	Crews.	Value of Cargo.
				£				£
British	6	144	36	2,000	6	144	36	800
Greek	10	976	84	300	10	976	84	1,200
Ottoman ..	34	2,479	241	5,431	34	2,479	250	8,876
Total ..	50	3,599	361	7,731	50	3,599	370	10,876

The British vessels therein mentioned are the Maltese speronara that run between this and Bengasi, which performed six voyages during the year.

During almost the whole month of October last we had here Halil Pasha, Governor of Bengasi, whose object has been to re-organize the administration of this district and the neighbouring tribes, over whom new Mudirs have been appointed for the execution of his orders.

His Excellency has ordered the construction of a new barrack contiguous to the Castle, with stabling for 150 cavalry.

Derna, December 15, 1863.

TRIPOLI.

Report by Mr. Consul-General Herman on the Trade of Tripoli for the Year 1863.

From the abundance of the grain crops and the extended development imported to the saline formations, which are no longer farmed by the Government, the exports of this western division of the Regency of Tripoli have, during the past, greatly exceeded those of former years.

Corn.—The corn-trade has, however, assumed partially a new direction since the removal of certain restrictions by the Italian Government. Malta has ceased to be an entrepôt of grain for the Sicilian markets. During the past year 120 Sicilian vessels, of the aggregate burden of 6,300 tons, cleared direct for the ports of that island.

Cattle.—Large exports of horses, oxen, and sheep have been made to Egypt, to repair the havoc produced by the murrain that, for the last two years, has prevailed in that province of the Empire.

The beneficial effects, however, on the pasture lands of the copious rains that have fallen during the winter will quicken the process of reproduction.

Butter.—The export of butter has been likewise considerable.

Dates.—The yield of dates has been beneath the usual average. No sensible increase or decrease has marked the trade in wool, oil, bone, ivory, madder-root, or ostrich feathers.

Imports.

The import trade of Tripoli for some years past has been gradually declining. The internecine struggle now raging in America is, however, but a secondary cause. The "*fons et origo*" of the decline is, first, the new direction which the trade of Central Africa is assuming. By the Niger and its great tributary the Benanee, European manufactures are more rapidly and more economically conveyed to the northern intertropical regions than by the tedious overland route of the Great Sahara. 2ndly, to the abolition of the slave trade, and the consequent suppressed demands for all the commodities which alimented the traffic. Nevertheless, fiscally considered, would the Turks only abjure their fatal economical philosophy, that enriches the smuggler at the expense of the State, the import trade would contribute a larger increase to the revenue.

The accompanying statement will illustrate the comparative movements of the trade of Tripoli during the years 1863 and 1862.

Return of the Foreign and British Shipping at Tripoli in 1862.

Nationality.	Entered.				Cleared.			
	No. of Ships.	Tons.	Crew.	Value of Cargoes.	No. of Ships.	Tons.	Crew.	Value of Cargoes.
				£				£
British	19	1,063	121	20,000	16	869	99	15,000
Ottoman	69	6,185	660	16,100	65	5,870	615	13,000
Austrians	2	240	21	2,000	2	240	21	1,200
Italians	42	2,463	398	5,000	41	2,383	391	27,000
Greek	2	195	18	1,000	2	195	18	1,500
Jerusalem	1	65	6	800	1	65	6	800
Tunisians	10	760	75	3,600	9	685	68	8,200
Total	145	10,971	1,299	48,500	136	10,307	1,218	66,700

Imported.		Exported.	
Articles.	Value.	Articles.	Value.
	£		£
British Manufactures ..	18,000	Ivory	10,000
Foreign ditto	6,000	Dates	1,000
Colonials	7,000	Natrum	800
Iron	2,000	Wool	1,000
Brass	1,500	Butter	2,500
Lead	1,000	Madder Root	2,200
Spirits and Wine	3,000	Corn	10,000
Planks	2,000	Barley	10,000
Tobacco	2,000	Oil	5,000
Rice	1,500	Ostrich Feathers	3,000
Dry Fruits	1,000	Cattle	4,000
Sundries	3,500	Sundries	2,200
Total	£48,000	Total	£66,700

Return of the British and Foreign Shipping at Tripoli in 1863.

Nationality.	Entered.				Cleared.			
	No. of Ships.	Tons.	Crew.	Value of Cargoes.	No. of Ships.	Tons.	Crew.	Value of Cargoes.
				£				£
British	43	4,210	369	15,000	42	4,147	361	55,000
Italians.....	120	6,252	731	10,000	120	6,252	731	65,000
Ottomans....	86	6,855	817	15,000	82	6,326	785	31,000
Austrians....	2	240	20	5,000	2	240	20	5,000
Greek.....	5	760	52	1,000	5	760	52	2,500
Jerusalem....	2	160	16	1,500	2	160	16	1,500
Tunisians....	9	665	87	2,000	7	595	53	8,800
French	10	1,735	151	5,000	10	1,735	251	15,920
Total....	277	20,877	2,243	54,500	270	20,209	2,269	184,720

Imported.		Exported.	
Articles.	Value.	Articles.	Value.
	£		£
British Manufactures ..	10,000	Ivory	13,000
Foreign ditto	8,000	Dates	950
Colonials	10,000	Natrum	2,600
Iron	2,000	Wool	10,500
Brass	1,500	Madder Root	3,000
Lead	1,000	Butter	4,870
Spirits and Wine	5,000	Wheat	60,000
Wood	3,000	Barley	40,000
Tobacco	5,000	Oil	20,000
Rice	2,000	Ostrich Feathers	6,000
Dry Fruits	1,000	Cattle	4,000
Earthenware	2,000	Salt	13,300
Sundries	4,000	Sundries	6,500
Total	£54,500	Total	£184,720

RECAPITULATION.

	Entered.				Cleared.			
	Vessels.	ons.	Crews.	Value.	Vessels.	Tons.	Crews.	Value.
				£				£
In 1862 ..	145	10,971	1,299	48,500	136	10,307	1,218	66,700
1863 ..	277	20,877	2,243	54,500	270	20,209	2,269	184,720
Increase in 1863	132	9,906	944	6,000	134	9,902	1,051	118,020

Harbour.—During the recent visit of Her Majesty's Ship "Hydra," the ingress and egress of the port was marked by four buoys. Captain Spratt, the officer in command, likewise submitted a simple plan for rendering the harbour secure in all weathers, and which may be accomplished at a trifling expense. The small Turkish steamer that used to run between Tripoli and Malta during the boisterous weather that has prevailed on this coast for the last three months, and from the imperfection of her machinery, has been compelled to suspend her navigation. But for the wires of the submarine telegraph Tripoli would have ignored all that is passing in the outward world.

Exchange.—The rate of exchange during the past year has fluctuated between 110 and 109 Turkish piastres. The sudden withdrawal from circulation of the smaller Turkish coinage, and the large influx of foreign money for the purchase of corn, upon which the Government have imposed a numerical far below the assayed value, has caused serious derangements in monetary transactions.

But the vigorous impulse which the abundant crops have imparted to trade has greatly increased the revenue of the province, and sensibly improved the material condition of the population.

Tripoli, January 1, 1864.

TURKEY.

ALBANIA.

Report by Mr. Consul Stuart on the Trade of Albania for the Year 1862–1863.

NOTWITHSTANDING a combination of adverse circumstances the trade returns of this province for 1863 present comparatively favourable results, and furnish satisfactory proof of confidence in the commercial stability of the country. The imports far exceeded those of the preceding year; and if there was a falling off in exports it was chiefly owing to a drought of unusual duration, which told, with damaging effect, on most of the crops, and contributed, together with murrain, to a heavy loss of live stock. Following, as it did, close on the short harvests of 1862, it reduced the agricultural classes to great difficulties; and cramping the landed interests generally, it reacted with like effect on the course of trade. At the same time the unsettled state of a neighbouring country, and the prospect of important changes, in the condition of the Ionian States, interfered very sensibly with mercantile transactions, almost closing one important market for the productions of Epirus, and disturbing its prospective relations with another.

The maritime trade of Epirus is, for the most part, carried on through the ports of Prevesa, Salahora, Gomenitza, Sayada, Santi Quaranta, and Avlona. At most of the smaller ports that indent the western coast a petty trade is carried on with Corfu and some of the other islands, the particulars of which it would not be easy, perhaps not possible, to obtain with any approach to accuracy. Moreover, with the exception of olive-oil and fruit exported at Parga, this trade is, even in the aggregate, so inconsiderable as to affect but slightly the general results.

The shipping returns of the port of Prevesa for the last two years are as follows :—

Nationality of Vessels.	1862. Entered. No.	Tons.	Crews.	Value of Cargo.	Cleared. No.	Tons.	Crews.	Value of Cargo.
				£				£
British	6	697	54	..	6	697	54	3,690
Ionian	592	8,289	2,210	25,485	576	8,098	2,196	20,634
Ottoman	93	3,907	472	7,041	89	3,468	456	6,361
Greek	74	2,340	322	4,500	65	1,711	341	5,071
Italian	11	1,692	65	1,741	13	1,093	106	1,054
Moldavian	2	50	10	725	1	35	5	84
Austrian	1	48	6	945	3	260	20	1,211
Ditto Steamers	52	10,028	1,363	24,851	52	10,028	1,363	30,158
Total	831	27,051	4,502	65,288	805	25,390	4,541	68,263
	1863.							
British	5	797	39	..	5	797	40	1,885
Ionian	410	6,555	1,521	25,638	414	6,676	1,498	16,234
Ottoman	141	2,257	624	11,672	201	2,660	812	7,341
Greek	100	2,010	322	722	98	2,348	416	2,613
Austrian	9	997	34	9,562	7	840	22	2,139
Ditto Steamers	52	9,978	1,336	31,642	52	9,978	1,336	15,672
Total	717	22,594	3,876	79,236	777	23,299	4,124	45,884

There are no British vessels engaged in the direct trade of Prevesa. But every year five or six of them, as above returned, pass inwards in ballast for the purpose of shipping cargoes of valonea at the Greek ports of Caravanserai and Vonitza.

The following is a detailed return of the above imports and exports:—

IMPORTS.

Articles.	Value. 1862.	Value. 1863.	Where from.
	£	£	
Paper	404	437	Trieste.
Rope	958	864	Trieste.
Manufactured Goods	33,364	43,765	Trieste and Corfu.
Spirits	5,840	6,580	Trieste.
Sugar	1,637	1,547	Trieste and Corfu.
Coffee	1,191	1,162	Trieste and Corfu.
Rice	1,150	980	Trieste and Corfu.
Hides, tanned	4,555	5,641	Trieste and Greece.
Planks	528	637	Greece.
Dried Fruit	1,148	1,033	Greece.
Soap	602	560	Ionian Islands.
Wine	3,112	4,012	Ionian Islands.
Hoops	96	79	Trieste.
Drugs	1,454	1,367	Trieste.
Nails	815	743	Trieste.
Candles	318	327	Trieste.
Salt	139	..	Santa Maura.
Crockery	357	436	Corfu and Trieste.
Specie	7,620	9,066	
Total £	65,288	79,236	

EXPORTS.

Articles.	Value. 1862.	Value. 1863.	Where to.
	£	£	
Valonea	971	1,143	England.
Olives	1,046	347	Trieste and Malta.
Indian Corn	733	894	Trieste and Corfu.
Dye Wood	135	158	Corfu.
Hides, Raw	13,490	7,340	Trieste and Corfu.
Fish	129	67	Corfu.
Leeches	1,708	1,635	Trieste, Malta, and Corfu.
Cheese	2,350	509	Trieste, Malta, and Corfu.
Salt Provisions	307	234	Malta.
Wool	3,902	2,376	Trieste.
Raw Silk	3,326	4,540	Trieste.
Drugs	358	120	Trieste.
Spirits	235	197	Malta.
Oil	106	43	Malta.
Live Stock	15,333	6,486	Malta and Corfu.
Specie	24,134	19,795	
Total £	68,263	45,884	

Of the manufactured goods, which figure under the head of imports for so large a sum, fully two thirds come from England, and consist chiefly of calico-shirtings for fustanellas. As regards cotton goods in

general, the high price to which they rose in 1862 restricted the importation of them in that year to the minimum quantity required for immediate use. But as those prices are still sustained in these parts, without any near prospect of a fall, speculators were last year induced to make large orders, as well to meet the quick demand, resulting from the limited supplies of the preceding year, as in the hope that the present prices will be sustained. An Albanian fustanella, of correct make, requires about forty yards, or an entire piece of cloth. A good one will last, with care, for four or five years; and persons in easy circumstances have seldom less than three in use. The Albanian will make any sacrifice rather than dispense with the fustanella, a part of his dress to which he is attached, as well from personal vanity as from traditional respect for his national costume. It may here be observed that British cotton stuffs, owing to their superior quality, are gradually obtaining a preference in these markets over the somewhat cheaper, but less durable fabrics of the continent. This preference is also in part owing to the fact that a large and increasing share of the import trade of Epirus is in the hands of Hebrew merchants, who generally seem to find their interest in dealing with English houses. Their transactions are, for the most part, based upon credit; and as their commercial character stands well, they receive goods to a large amount on trust, the value of which is remitted after they have been disposed of. Although commercial transactions of this nature are attended with a certain degree of risk to the exporters, I think that unless under extraordinary pressure, they are comparatively safe in the hands of the Jews, by reason of the habitual caution which characterises the dealing of that people, and the system of union and mutual support which prevails in their communities.

Salahora.

In 1862 the imports at Salahora, which may be called the port of Arta, amounted in value to 58,000*l.*; the exports to 18,000*l.*; in 1863 to 64,000*l.* and 16,000*l.* respectively. Of the imports about three-fourths are British goods received from the bonded warehouses of Trieste and Corfu. Austrian goods figure for about 10,000*l.* a-year; and the balance is contributed in varying proportions by France, Italy, and Greece. Of the exports, about one half, consisting chiefly of Indian-corn, oats, butter, and cheese, go to the Ionian Islands. To Trieste are sent sheep, goat, kid and lamb skins (all in an undressed state), wool, pickled olives, mustard-seed, and leeches, to the value collectively of about 5,000*l.* a-year. With Malta also the port of Salahora carries on a direct trade in the provision line as well as with the neighbouring ports of Caravasara and Vonitza in Acamania; while from the gardens and vineyards around Arta fruit and wine, to the value of from 2,000*l.* to 3,000*l.* are annually sent to Janina. In fact this town, as the granary and centre of a very fertile district, possesses in great abundance the elements of a very diversified commerce, together with ready means of turning those elements to profitable account. From its frontier position it is much exposed to the influence of political and other changes in neighbouring parts, hence external causes have frequently interfered with its industrial development, arresting its progress, and obstructing the channel into which its commerce had set. Until recently its operations had been steadily on the increase. But, for the present, all speculative doings are suspended in the uncertainty as to the influence which the approaching change in the condition of the Ionian States may exercise on the trade of Epirus. On the other hand it is gratifying to find that, notwithstanding the partial failure of last year's attempts, the farmers of the neighbourhood seem determined to

renew this year the experiment of cotton growing, being fully pursuaded that nothing is wanting in respect to soil and climate ; and that, success once attained, a new and abundant source of wealth would be opened up to them.

Sayada.

This roadstead owes its commercial importance to the traffic which passes through it between Janina and Corfu; and to the exportation of live stock and country produce for the garrison and markets of more than one of the Ionian Islands. The distance from Janina to the Scala is seventeen hours, and the road, for the greater part of the way, is very bad, especially in wet weather. Goods are conveyed on mule and horse-back at a charge of from 40 to 50 piastres (from 7*s.* to 9*s.*) the load of 80 okes, or 2 cwt. From the Scala to the port of Corfu the distance is sixteen miles ; and the passage to and from is much facilitated during a great part of the year by the regular alternation of the sea and land breezes morning and evening. The fine pastures of Konispoli and Mursia, extending parallel to the coast from Sayada to Batrinto are annually rented by the contractor for supplying fresh meat to Her Majesty's forces at Corfu. In fact, without these pastures it would be very difficult to meet the demand for provisions at Corfu ; and the requisitions for the garrison and for Her Majesty's vessels calling at the port could not be supplied unless at a very heavy charge.

The following is a return of the imports and exports at Sayada during the years 1862 and 1863 respectively :—

Articles.	Imports. 1862. Quantity.	Rate.	Total Value.	1863. Quantity.	Rate.	Total Value.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
Manufactured Goods bales	2,309	11 0 0	25,399 0 0	4,265	12 0 0	51,216 0 0
Tanned Hides	7,014	2 0 0	14,028 0 0	10,726	2 0 0	21,452 0 0
Salt	...	...	31 0 0	...	...	...
Rum... ... ... brls.	440	2 0 0	880 0 0	634	2 0 0	1,268 0 0
Sugar ... bags, 1 cwt.	494	2 5 0	911 10 0	1,177	2 5 0	2,648 0 0
Coffee ... ... bags	155	4 6 8	671 13 4	200	3 18 0	780 0 0
Iron ... ... cwt.	422	0 15 0	316 10 0	448	0 15 0	336 0 0
Soap ... ... cases	178	2 0 0	356 0 0	255	2 0 0	510 0 0
Wire... ... rolls, 1 cwt.	130	1 8 0	182 0 0	120	1 10 0	180 0 0
Nails ... ... cwt.	22	1 15 0	38 10 0	54	1 17 6	101 5 0
Planks	6,214	0 1 0	310 14 0	5,900	0 1 0	295 0 0
Tanned Skins ... bales	101	14 0 0	1,414 0 0	234	15 0 0	3,510 0 0
Indian Corn ... qrtrs.	828	1 6 0	1,076 8 0	613	1 4 0	735 12 0
Dried Figs ... ... rests	104,040	0 0 2	867 0 0	19,680	0 0 2	164 0 0
Wax Candles	137	12 0 0	1,644 0 0	145	13 0 0	1,885 0 0
Fox Skins ... bales, 300	39	16 0 0	624 0 0	76	16 0 0	1,216 0 0
Sundries	...	...	785 3 8	...	...	1,031 16 0
Total...	...	...	£49,535 9 0	...	...	£87,328 13 0

Articles.	Exports. 1862. Quantity.	Rate.	Total Value.	1863. Quantity.	Rate.	Total Value.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
Live Stock ... ... head	7,401	...	8,629 8 0	3,749	...	4,232 4 0
Oats ... ... qrtrs.	1,730	0 15 8	1,355 3 4	2,286	0 15 8	1,790 14 0
Lamb Skins bales, 120	923	4 6 0	3,968 18 0	1,039	6 0 0	6,234 0 0
Salt	...	...	...	...	...	182 11 6
Capotes ... bales, 50	37	10 10 0	388 10 0	64	10 10 0	672 0 0
Red Pepper ... bags	67	3 0 0	201 0 0	92	3 0 0	276 0 0
Woollen Cloth ... bales	44	6 10 0	286 0 0	32	6 10 0	208 0 0
Hare Skins ... bundles, 600	9	10 10 0	94 10 0	17	10 10 0	178 10 0
Bull Rushes ,, 5,000	951	0 2 0	95 2 0	1,400	0 2 0	140 0 0
Cheese ... ... brls.	156	1 0 0	156 0 0	53	1 0 0	53 0 0
Olives ... ... brls.	...	...	...	69	0 11 0	37 19 0
Linseed ... bushels	381	0 4 0	76 4 0	84	0 4 6	18 18 0
Tobacco bundles, 140 lbs.	87	2 1 0	178 7 0	...	...	...
Wool ... ... lbs.	26,515	0 0 3	331 8 9	37,090	0 0 3½	540 17 11
Valonea ... ... cwt.	540	0 5 8	153 0 0	532	0 5 6	146 6 0
Indian Corn ... qrtrs.	110	1 4 0	132 0 0	...	...	...
Olive Oil ... ... brls.	59	3 5 0	191 15 0	...	...	...
Silk Pods ... ... lbs.	3,465	0 1 8	288 15 0	3,780	0 1 8	315 0 0
Sundries	...	...	891 7 5	...	...	241 13 7
Total...	...	...	£17,417 2 6	...	...	£15,267 14 0

The detail of the live stock above given is as follows :—

	1862.				1863.			
	Number.	Per Head.	Total Value.		Number.	Per Head.	Total Value.	
		£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Bullocks ..	1,761	3 0 0	5,283 0 0		928	3 0 0	2,784 0 0	
Calves ..	135	2 0 0	270 0 0		85	2 0 0	170 0 0	
Sheep ..	1,989	0 10 0	994 10 0		1,217	0 10 0	608 10 0	
Goats ..	876	0 10 0	438 0 0		393	0 10 0	196 10 0	
Lambs ..	2,393	0 4 0	478 12 0		996	0 4 0	199 4 0	
Horses ..	153	7 0 0	1,071 0 0		24	7 0 0	168 0 0	
Pigs ..	94	1 0 0	94 0 0		106	1 0 0	106 0 0	
Total ..	7,501	..	8,629 2 0		3,749	..	4,232 4 0	

The horses sent from this country to the islands are, for the most part, of a small inferior sort, being chiefly intended for agricultural work, and for transporting field and garden produce to market, as well as olives and olive oil in the season. The few that are chosen for the saddle and harness form but a small proportion of the numbers exported.

In 1862, 12,340 cwt. of salt was obtained from the salines of Sayada; in 1863, 29,918 cwt. The usual retail price of salt, when the salines used to be farmed out, was 3 paras ($\frac{3}{20}d.$) the oke of $2\frac{3}{4}$ lbs. Since the Government has taken the management of them into its own hands, the price has risen to 20 paras, or 1*d.* an oke; and as the restricted importation of foreign salt will necessarily attract greater attention to the country salines, in order to supply the local demand, a considerable increase may thence be expected to the Government revenues.

Gomenitza.

This is the chief port and outlet of the fertile districts of Margariti and Paramythia; and the following are the returns which it gives of imports and exports for the last two years : —

Articles.	Imports. 1862. Quantity.	Rate.	Full Value.	1863. Quantity.	Rate.	Total Value.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
Manufactured Goods bales	116	11 0 0	1,276 0 0	115	12 0 0	1,380 0 0
Hides, tanned	224	2 0 0	448 0 0	207	2 0 0	414 0 0
Coffee ... ... bags	129	4 6 8	561 0 0	204	3 18 0	795 12 0
Sugar ... ... cwt.	244	2 5 0	549 0 0	819	2 5 0	1,842 15 0
Soap ... ... cases	71	2 0 0	142 0 0	89	2 0 0	178 0 0
Spirits ... ... brls.	193	2 0 0	386 0 0	205	2 0 0	410 0 0
Wire... ... ... rolls.	54	1 8 0	75 12 0	26	1 10 0	39 0 0
Iron ... ... cwt	630	0 15 0	472 10 0	152	0 15 0	114 0 0
Indian Corn ... qrtrs.	2,400	1 6 0	3,120 0 0	4,000	1 4 0	4,800 0 0
Salt	...	...	205 16 8	...	...	...
Dried Figs ... ... rests	52,500	0 0 2	425 0 0	8,600	0 0 2	71 13 4
Earthen Jars per 1,000	41,500	1 6 0	53 19 0	29,000	1 6 0	37 14 0
Sundries	...	...	82 2 4	...	...	59 15 8
Total...	...	... £	7,591 3 4	...	... £	10,142 10 0
	Exports.					
Live Stock ... ... head	5,302	...	6,347 8 0	4,461	...	4,946 14 0
Cheese ... brls. 50 okes	81	1 0 0	81 0 0	20	1 0 0	20 0 0
Tobacco ...bales, 140 lbs.	748	2 1 2	1,539 12 8	606	3 9 4	2,100 16 0
Snuff ... skins, 56 lbs.	4	3 5 0	13 0 0	21	4 6 8	91 0 0
Bullrushes bundles, 3,600	760	0 2 2	82 6 8	1,760	0 2 0	176 0 0
Wool... ... ... lbs.	38,280	0 0 3	278 10 0	37,100	0 0 3½	541 0 10
Hay ... ... cwt.	2,021	0 4 0	404 4 0	...	...	...
Oats ... ... bushels	...	...	...	68,000	0 2 0	680 0 0
Olives ... brls. 200 lbs.	25	0 17 4	21 13 4	128	1 0 0	128 0 0
Olive Oil ... ... brls,	386	3 5 0	1,254 10 0	...	...	...
Goat Skins ... bales, 120	3	4 6 8	13 0 0	17	4 6 8	73 13 4
Cochineal ... ... bags	9	21 13 4	195 0 0	39	21 13 4	845 0 0
Capotes ... bales, 50	5	10 10 0	55 0 0	...	...	...
Silk-worm Eggs ... cases	...	...	...	3	220 0 0	440 0 0
Sundries	...	...	53 2 0	...	...	47
Total...	...	... £	10,338 6 8	...	... £	10,089 10 6

Nearly the whole of this trade is with Corfu, and is carried on in small craft of from 10 to 20 tons, belonging chiefly to the inhabitants of Gomenitza. Subjoined is a detailed return of the live stock above specified under the head of exports :—

	1862. Number.	Per Head.	Total Value.	1863. Number.	Per Head.	Total Value.
		£. s. d.	£. s. d.		£ s. d.	£ s. d.
Bullocks ..	1,351	3 0 0	4,053 0 0	1,056	3 0 0	3,168 0 0
Calves ..	185	2 0 0	370 0 0	126	2 0 0	252 0 0
Sheep ..	1,535	0 10 0	767 10 0	1,179	0 10 0	589 10 0
Lambs ..	1,292	0 4 0	258 8 0	1,211	0 4 0	242 4 0
Goats ..	789	0 10 0	394 10 0	628	0 10 0	314 0 0
Horses ..	59	7 0 0	413 0 0	20	7 0 0	140 0 0
Pigs ..	91	1 0 0	91 0 0	241	1 0 0	241 0 4
Total ..	5,302	..	6,347 8 0	4,461	..	4,946 14 0

It hence appears that of the exportations about one-half consist of live stock supplied to Corfu; next to which in importance is tobacco, for the production of which the fine valley plains lying aback of Gomenitza have been found very favourable. The snuff which figures in the column of exports is made from what is called Jebel tobacco, better known in England by the name of Latakia. A small quantity of this highly-esteemed species was introduced into Epirus some fifteen years ago. At first it seemed to find a congenial soil in the Paramythia district; but after two or three seasons it began to deteriorate, losing much of its

native delicacy, and in some measure assimilating itself to the common tobacco of the country. Nevertheless, degenerated as it is, it still retains enough of its peculiar fragrance to insure to it the preference of snuff-takers. It will be observed that in 1863, as compared with 1862, there was a falling off of 19 per cent. in the exportation of tobacco. This is to be attributed, 1st, to certain custom-house difficulties encountered by the shippers; 2ndly, to the heavy duty imposed on the producers, amounting to nearly 50 per cent. of the price they receive from the factors.

Gomenitza possesses many of the natural requisites for a commercial station. The port is capacious, deep, easy of access, and well sheltered. It is nearly divided into two basins by a low spit of land that strikes due south from the northern shore. And the outer basin is partially protected from the *maestrale*, or prevailing north-west wind, by the Islet of Prasadhaki, which forms a natural breakwater at its entrance. It adjoins the rich valley of Paracalamus; and aback of it, as has been noticed, are the fertile districts of Paramythia and Margariti. Its distance from the port of Corfu is twenty-two miles, and from Janina eighteen hours, or fifty-four miles. Good roads are, however, much required to facilitate its communications with the interior.

Santi Quaranta.

From this roadstead, also, a smart trade is carried on with Corfu. It is the outlet of the district of Delvino, and of all the southern part of the plain of Arghyrocastro; and its passenger traffic is of sufficient magnitude to attract a weekly visit from the Austrian Lloyd's coasting steamer. Like Sayada and Gomenitza, its commercial relations are principally with the port of Corfu, from which it is only twenty miles distant, the communication being facilitated by the morning and evening alternation of the sea and land breezes. Santi Quaranta is twenty-two hours from Janina, from Delvino four; and in fine weather the road leading to it, as compared with the other roads of the country, is tolerably good.

The following Tables show the commercial and shipping movement at this Scala in the years 1862 and 1863 respectively:—

	1862.							
	Entered.				Cleared.			
	Vessels	Tons.	Crews.	Value of Cargo.	Vessels	Tons.	Crews.	Value of Cargo.
				£ s. d.				£ s. d.
Ionian ..	221	2,462	805	7,820 1 8	219	2,448	809	8,642 4 8
Turkish ..	80	1,470	376	1,744 13 4	80	1,470	376	762 18 4
Greek ..	7	180	41	..	7	180	41	200 0 0
Italian ..	4	96	25	..	4	96	25	1,176 0 0
Austrian	1	28	5	..	1	28	5	50 0 0
Total ..	313	4,236	1,252	9,564 15 0	311	4,222	1,256	10,831 3 0
	1863.							
Ionian ..	171	1,775	413	7,636 14 4	172	1,780	415	3,430 0 0
Turkish ..	73	1,105	242	2,300 0 0	73	1,105	242	2,000 0 0
Italian ..	4	143	21	200 0 0	4	143	21	200 0 0
Greek ..	5	72	24	150 0 0	5	72	24	150 7 8
Total ..	253	3,095	700	10,286 14 4	254	3,100	702	5,780 7 8

Subjoined is a detailed statement of these imports and exports:—

Articles.	1862. Quantity.	Rates.	Total Value.	1863. Quantity.	Rates.	Total Value.
Imports.						
Manufactured Goods bales	97	£ s. d. 11 0 0	£ s. d. 1,067 0 0	128	£ s. d. 12 0 0	£ s. d. 1,536 0 0
Spirits	...	...	1,220 0 0	...	...	2,664 0 0
Coffee ... ... bags	270	4 6 8	1,170 0 0	313	3 18 0	1,220 14 0
Sugar ... ... cwt.	472	2 5 0	1,062 0 0	397	2 5 0	893 5 0
Soap... ... ... boxes	549	2 0 0	1,098 0 0	509	2 0 0	1,018 0 0
Iron ... ... cwt.	664	0 15 0	498 0 0	451	0 15 0	330 15 0
Nails ... ... ,,	37	1 15 0	64 15 0	24	1 15 0	42 0 0
Hides, tanned	1,072	2 0 0	2,144 0 0	881	2 0 0	1,762 0 0
Salt	...	...	312 10 0	...	...	157 0 0
Dried Figs ... ... rests	37,650	0 0 2	313 15 0	13,400	0 9 2	111 13 4
Sundries	...	...	614 15 0	...	...	551 7 0
Total...	...	... £	9,564 15 0	...	... £	10,286 14 4
Exports.						
Live Stock ... ... head	6,911	..	7,633 6 0	2,057	...	2,001 10 0
Wool ... ... lbs.	93,500	0 0 3	1,168 15 0	83,263	0 0 3	1,214 5 0
Beans ... ... cwt.	870	0 6 8	290 0 0	470	0 6 10	160 11 8
Cheese ... ... ,,	8½	0 16 0	6 16 0	7	0 15 6	5 8 6
India Corn ... ... qrtrs.	540	1 4 0	648 0 0	768	1 5 0	960 0 0
Valonea ... ... cwt.	361	0 5 9	103 15 9	535	0 5 6	147 2 6
Linseed ... bushels	36	0 4 0	7 4 0	20	0 4 6	4 10 0
Hay ... ... cwt.	384	0 4 0	76 16 0	186	0 5 0	46 10 0
Olive Oil	...	...	6 9 0	...	...	...
Capotes ... bales, 50	41	10 10 0	430 10 0	75	10 10 0	787 10 0
Lamb Skins ,, 120	53	4 5 0	225 5 0	37	6 0 0	222 0 0
Sundries	...	...	134 6 3	...	...	231 0 0
Total...	...	£	10,831 3 0	...	... £	5,780 7 8

The live stock above noted under the head of exports were as as follows :—

	1862. Number.	Per Head.	Total Value.	1863. Number.	Per Head.	Total Value.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
Bullocks ..	1,116	3 0 0	3,348 0 0	394	3 0 0	1,182 0 0
Calves ..	152	2 0 0	304 0 0	118	2 0 0	236 0 0
Horses ..	207	8 0 0	1,656 0 0	3	8 0 0	24 0 0
Sheep ..	3,675	0 10 0	1,837 10 0	837	0 10 0	418 10 0
Lambs ..	1,354	0 4 0	270 16 0	705	0 4 0	141 0 0
Goats ..	380	0 10 0	190 0 0	..	..	..
Pigs ..	27	1 0 0	27 0 0	..	..	..
Total ..	6,911	..	7,633 6 0	2,057	..	2,001 10 0

At Santi Quaranta, as well as at the other ports of Epirus, the demand for live stock varies according to the numbers of Her Majesty's ships that may be at Corfu or in the Adriatic. In 1862, there was a strong naval force at Corfu, and this demand was consequently much increased; while in 1863 the requisitions for Her Majesty's ships were so inconsiderable as to exercise but little influence on the provision trade in these parts. As to horses, the numbers annually sent to the islands are regulated in a great measure by the olive crop, horses being employed to transport the olives from the groves to the mill, and the oil from the mill to market. Now, in 1862 the olive crop in the island was abundant, and the exportation of horses from Epirus was large in proportion. 1863 was a year of repose for the tree. Moreover, in this latter year the demand for horses of a superior description for the saddle and harness almost wholly ceased in the islands by reason of the prospective change in the condition of the Ionian States.

AVLONA.

The trade returns of this port for 1863 as compared with the preceding year exhibit a very great falling off, as appears from the following returns of imports and exports :—

	1862.											
	Entered.						Cleared.					
	Vessels	Tons.	Crews.	Value of Cargoes.			Vessels	Tons.	Crews.	Value of Cargoes.		
				£	s.	d.				£	s.	d.
Ionian ..	122	2,386	557	6,741	0	0	120	2,340	557	16,167	0	0
Ottoman .	89	2,860	462	2,604	0	0	89	2,860	462	9,405	0	0
Greek ..	8	496	31	432	0	0	8	496	31	3,575	0	0
Italian ..	48	1,696	240	338	0	0	47	1,670	236	8,010	0	0
Austrian .	25	1,200	130	1,150	0	0	25	1,200	130	10 600	0	0
Do. steam.	104	37,010	2,715	35,340	0	0	104	37,010	2,715	62,855	0	0
Total ..	396	45,648	4,135	46,605	0	0	393	45,576	4,131	110,612	0	0
	1863.											
Ionian ..	107	2,550	498	8,797	0	0	106	2,518	493	9,376	0	0
Ottoman .	86	2,740	364	1,565	0	0	86	2,740	365	3,526	0	0
Greek ..	7	423	47	76	0	0	7	428	47	1,035	0	0
Italian ..	15	466	71	940	0	0	15	466	71	1,845	0	0
Austrian .	26	1,272	128	3,230	0	0	25	1,224	123	8,378	0	0
Do. steam.	105	35,000	2,669	16,040	0	0	105	35,000	2,669	39,690	0	0
Total ..	346	42,456	3,777	30,678	0	0	344	42,376	3,768	63,850	0	0

The favourable balance of trade which results from these returns is more apparent than real, because a large amount of specie is included in the exportations. Of the imports, nearly two-thirds are British goods and manufactures received through Corfu and Trieste. About half of the exports are directed to Corfu, including live stock and provisions to the value of 10,000*l.*, on an average, per annum; wool to the value of 7,000*l.* a-year, and raw hides and skins to the value of 5,000*l.* a-year, are sent to Trieste. The trade with Italy has heretofore been very fluctuating; but there is no reason why, under proper management, it should not be firmly established and largely developed. As Avlona is in a great measure dependant upon Berat, the capital and market town of central Albania, its commercial movement must vary with the state of supply and demand at the latter place. The distance from the port to Berat may be stated at forty-five miles, and the intervening country is, for the most part, a level plain. Goods are transported on horseback at the rate of from 16 to 20 piastres the load of 2 cwt. in summer, which is raised to 40 and even 60 piastres in winter, when, owing to deep heavy mud, three or four days are sometimes spent in getting over the distance. In fine weather the communication is easy enough, with the sole exception of the passage of the river Viossa, three hours from Avlona. The difficulty of this passage could easily be obviated by the construction of a ferry slip and the establishment of a suitable ferry-boat. The boat at present in use is so defective and ill adapted to the service, that loaded horses have much difficulty in getting into it, and accidents are, in consequence, not unfrequent.

The lateness of the spring rains last year, though productive of loss to

the general interests of agriculture, contributed to the abundance of the mulberry foliage, and to the succulence of the leaf. The silk-worm throve accordingly; and the breeding process having been finished, and the cocoon formed before the sultry weather set in, the gathering throughout the country was most successful. It has been proved that the well-known silk-worm distemper of the last few years has been less severely felt in Epirus than in most other silk-producing countries. Last year it was much less prevalent here, and was of a milder type than in the preceding years; and from the care taken with the eggs, and the attention bestowed on the preparation of them, it is hoped that a still further improvement will take place this year, unless damage should ensue from the untimely return of winter weather in the beginning of April, by which the opening buds of the mulberry were nipped, and the leafing was three weeks delayed. The product of cocoons last year in this province may be put down at 15,000 okes, or 42,000 lbs., of which, excepting a small quantity reserved for home manufacture, the whole was bought up fresh by the agents of French and Italian houses at prices varying from 25 to 35 piastres the oke of 2¾ lbs. At the current exchange of 110 piastres to the pound sterling, this would give from 1*s.* 8*d.* to 2*s.* 4*d.* per lb. Because of the superior soundness of the silk-worm in this country, the eggs or grain were in great demand last year. In the beginning of the season they sold at 8*l.* per oke, equal to 2*l.* 14*s.* 6*d.* per lb.; but owing to the large supplies which this high quotation speedily brought into the market, the prices fell by degrees to 3*l.* 4*s.* an oke, or 1*l.* 3*s.* 4*d.* per lb. The general results of this branch of trade in 1863 were nearly as follows:—

Turkish Value.		English Value.			
Okes.	Piastres.	lbs.	£	*s.*	*d.*
15,000 Cocoons at 30 piastres	450,000	41,250 Cocoons at 2*s.* ..	4,125	0	0
1,000 Eggs at 600 „	600,000	2,750 Eggs at 1*l.* 19*s.* 8*d.*	5,454	3	4
Total .. .. £	1,050,000	Total .. .. £	9,579	3	4

General Remarks.

As has already been noticed, this country was, last year, visited with a drought of unusual duration. The grain crops of every kind were, in consequence, nearly one-half short of the average. The olives, which promised well in the spring, did not yield more than a third of ordinary bearing years. Hay and straw were scarce and dear in proportion; and the pastures were so parched that both sheep and cattle suffered much, and the mortality amongst them was very severe. The clip of wool was short, and the wool itself was of inferior quality owing as well to the deteriorating influence of the dry weather as to the weakly condition of the sheep. Nevertheless the inducement of high prices in the German markets led to unusual efforts on the part of the exporters; so that the quantity sent out of the country did not come far short of the average of preceding years. In 1862, a rise of nearly 100 per cent. in the retail price of cotton stuffs, by checking the sale of them in shops, obliged importing merchants to act with caution. But the trade returns of last year present a very considerable increase under this head, induced, no doubt, by the fact that customers had at length to submit to the high prices demanded by retailers, prices which were by no means justified by the quotations in the English trade circulars.

Currency.

Towards the end of 1862 no small disturbance was occasioned in the

market by a sudden change in the value of the piastre. At Janina the gold medjidieh used previously to pass at 110 piastres, and the sovereign at 122. At Prevesa they respectively represented 120 and 132 piastres; while other rates prevailed at other places, varying according to local circumstances. But at the time referred to a uniform rate of circulation was established in the province on the basis of 100 piastres to the medjidieh, and in the same proportion for its subdivisions; according to which the par of exchange has since been 110 piastres to the pound sterling, and transactions are now carried on in conformity with this standard. Although this measure, if followed up, must ultimately prove advantageous to the country, its immediate effects in the market were embarrassment and confusion, effects which were but partially remedied by the arrangements made to meet the occasion. The period assigned for the liquidation of previous engagements was not sufficient, and no effectual measures were taken by the local authorities to restore the pre-existing level of current prices, a piastre being worth no more in the bazaar after the change than before. In fact, pure specie was depreciated in value, and continues to be so still. One of the first effects of the measure in question was to bring into the market large quantities of the old beshlik, which still circulate at their full fictitious value. And as they are received as legal tender in payment of Government dues, they cannot sink to their intrinsic worth until the monetary reform inaugurated in 1862 be completed by their recall, and by the issue of a sound currency adequate to the wants of the country. If at the same time local banks were established on a system that would regulate the money market, and fix the real value of local securities, a check would be placed on the system of oppressive usury that now prevails, to the great hindrance of industry and enterprise; while at the same time both Government and private parties would be saved the expense and risk now incurred by the transmission of money in groups and horse loads.

In order to prepare the way for the healthy and unembarrassed action of properly organised banking establishments, and to extend the field of their operations, some modifications will be necessary in the laws which at present regulate the tenure of a large proportion of the landed property of the country. I allude more particularly to vakouf, or ecclesiastical estates. In this province they comprise a great extent of prime lands, which, as at present circumstanced, are scarcely available as securities. The general interests of the country would no doubt be much benefited, if the statutes by which they are tied up were relaxed with a view to rendering them, at least to a certain extent, amenable to the common laws of sale and transfer. One important change has already been made in respect to these lands, namely, the transfer of their administration from the ulema to the crown. It was doing much to establish the principle that change is admissible in regard to this species of property. This principle once established, its application may gradually be extended in a manner consistent with that circumspection which is called for in combating the jealous exclusiveness which here, as in other countries, watches over church temporalities.

In the matter of grain, the produce of last year having been insufficient for home consumption, large quantities of Indian corn from Italy, and of wheat from Thessaly, were imported at prices considerably in advance of the preceding year. In fact, so short was the stock of provisions in the country that the Porte has delegated to the local Governor a discretionary power to suspend the exportation of grain and other produce, in order to prevent the exhaustion of the supplies for home consumption. This measure has not yet been resorted to. Indeed, its application would in some cases be gratuitous; for if there were a disposable surplus of grain

in a remote part of the province, it might so happen that the cost of land transport would render it dearer at a given place than imported grain, in which case an order against exportation would render it valueless.

The retail prices of provisions at Janina in 1862 and 1863 respectively, were as follows :—

Articles.	1862.				1863.			
	Turkish Measures and Prices.		English Measures and Prices.		Turkish Measures and Prices.		English Measures and Prices.	
		Pias. Par.		s. d.		Pias. Par.		s. d.
Beef	per oke ..	2 00	per lb. ..	0 $1\frac{1}{2}$	per oke ..	2 20	per lb. ..	0 2
Mutton	,, ..	3 00	,, ..	0 $2\frac{1}{4}$	,, ..	3 00	,, ..	0 $2\frac{1}{2}$
Geese	each ..	9 00	each ..	1 6	each ..	10 00	each ..	1 10
Turkeys	,, ..	15 00	,, ..	2 6	,, ..	15 00	,, ..	2 8
Fowls	per couple ..	8 00	per couple ..	1 4	per couple ..	9 00	per couple ..	1 6
Eggs	per dozen ..	2 00	per dozen ..	0 4	per dozen ..	2 30	per dozen ..	0 6
Wheat	per oke ..	1 10	per bushel ..	4 2	per oke ..	1 20	per bushel ..	5 6
Barley	,, ..	1 05	,, ..	3 9	,, ..	1 10	,, ..	4 9
Indian Corn	,, ..	0 35	,, ..	2 11	,, ..	1 01	,, ..	3 6
Fine Flour	,, ..	1 20	per lb. ..	0 $1\frac{1}{2}$	,, ..	2 00	per lb. ..	0 $1\frac{1}{2}$
Cheese	,, ..	3 20	,, ..	0 $2\frac{3}{4}$	,, ..	4 20	,, ..	0 $3\frac{1}{2}$
Butter	,, ..	6 20	,, ..	0 $4\frac{3}{4}$	,, ..	11 00	,, ..	0 $8\frac{1}{2}$
Olive Oil	,, ..	7 00	per gallon ..	2 4	,, ..	8 00	per gallon ..	3 0
Wine	,, ..	3 00	,, ..	1 1	,, ..	3 00	,, ..	1 3
Firewood	per load ..	6 00	per cwt. ..	0 6	per load ..	6 00	per cwt. ..	0 7
Charcoal	,, ..	25 00	,, ..	2 1	,, ..	30 00	,, ..	2 9

Good bills on England at thirty days after sight sell at par.

The agricultural prospects of the present year are thus far on the whole favourable. A considerable breadth of barley and rye was sown in December and January, and owing to the abundant rains of the early part of the year, the blade is looking healthy and vigorous, and farmers are busy preparing for the later crops. An untimely return of winter weather in the beginning of April has materially damaged the prospects of the fruit season, and by nipping the mulberry trees which were just coming into leaf, has delayed, if not impaired, the formation of the cocoon.

The experiment of cotton growing is about to be renewed this year, even on a larger scale than in 1862. 3,200 okes of seed have been placed at the disposal of the Governor-General, who has distributed it according to the capabilities of the several localities that seem to invite a trial. There is no doubt that with judicious encouragement and a proper management of the plant, a large quantity of cotton could be produced in Epirus.

The repairs made last spring on the road between Arta and Salahora have much facilitated communication between those places. Operations have been commenced for repairing and partly re-making the road between Janina and Arta. This work is to be executed in part by prison labour, in part by a contribution of four days' work, or an equivalent of twenty-eight piastres from every able-bodied male Ottoman subject in the Sanjak. The firman authorising this assessment empowers the local authorities to renew it annually for five years, unless the road should be finished within that period. It is needless to say that the execution of this project will confer very great benefit on the Sanjak, a benefit which one may hope will not long be withheld from other parts of the province.

Telegraphic communication has for the last six months been established between Constantinople and Janina, by way of Salonica and Jarissa, and the works are in progress for continuing it on to Arta and Prevesa.

Janina, May 1, 1864.

ALEPPO.

Report by Mr. Consul Skene on the Trade of Aleppo during the Year 1863.

The Trade returns of this year show some improvement and increase in several articles, both of export and import, especially in manufactured goods. The increase in the latter article is about 15 per cent. more than the last year. The former stock having been nearly all expended, the merchants here were obliged to have more brought out from England and France, although prices of the same have risen nearly 30 per cent. during the last twelve months.

In exports cotton and native manufactures are the most prominent.

There has been a great demand for the former in France; consequently the attention of the native farmers has been more taken up with the growth of this article than formerly, the increase being nearly 35 per cent. Prices continue very high, cotton being worth from 7*l.* to 7*l.* 5*s.* per cwt. on the spot.

In native manufactures there has been also a great increase; the greater portion of which has been exported to Egypt for the use of the peasantry there, who have made large profits in the cotton trade, and can, consequently, afford to spend more than they have hitherto been able to do.

Sesame Seed.—Very little of this article has been shipped this year, the crop not having been plentiful, as cotton has been grown instead, being more profitable than the former.

Gall Nuts.—The crop has been very poor this season. The quantity that has been exported, although greater than before, is the produce not of this but of the last season.

Wool —Large shipments have been made to Marseilles; but the fall of prices there has caused a considerable loss to the exporters, who had bought up all the produce of the Arab tribes as far east as Bagdad, in the hope of a rise of price, which has not taken place.

Were it not for this last miscalculation, the trade of Aleppo would have been unusally remunerative during the year just closed; and even as it is, fortunes have been made, chiefly by speculations in cotton, Manchester goods, and native manufactures. A great advance has consequently been made in the basis of trade here, which is less on credit, and more founded on capital, than has hitherto been the case. The poorer classes of the population have also been made more prosperous by the greater activity of the looms in the towns to meet the demand for Oriental stuffs in Egypt.

Aleppo, December 31, 1863.

BRUSSA.

Report by Mr. Consul Sandison on the Trade and Agriculture of Brussa for the Year 1863.

Shipping and Navigation.

The particulars on this head are connected with the general trade at the outports, in which Panorma takes the lead, and from whence the exports for foreign countries were as follows :—

Articles.	Destination.	Ships.	Weights or Measures.	Quantities.	Value.
					£
Cocoons ..	Marseilles ..	French ..	lbs.	38,550	12,100
Silk filatures ..	„ ..	„ ..	„	800	1,060
Barley	England ..	British ..	Bushels	17,000	1,550
„	Italy	Italian ..	„	17,000	1,550
Wheat	Italy and Malta	..	„	6,000	1,100
Oats	Italy & Trieste	Greek ..	„	28,000	2,300
Beans	Marseilles and Malta ..	Greek and Samian	„	13,000	1,650
Valonea ..	England ..	British ..	Tons	670	6,030
Wool	Marseilles ..	French ..	lbs.	448,000	13,120
Cotton	Constantinople	For transhipment	„	192,000	15,000
Opium	„	„	„	8,280	7,840
			Total ..	£	63,300

The cotton in the list is from Balukissar, costing there 1*s.* 6*d.* per lb.

Shipments to Ottoman ports for internal consumption were :—

Articles.		Quantities.	Where To.	Value.
				£
Barley	bushels	60,000	Various Ports	5,460
Wheat	„	69,000	„	18,320
Maize	„	17,000	„	2,070
Beans	„	32,000	„	4,070
Valonea ..	tons	110	„	1,900
Oats	bushels	2,400	Constantinople	160
Sesame ..	„	9,550	„	5,220
Silk (common reel) ..	lbs.	15,125	„	12,000
Sheep and Lambs		130,000	„	90,000
From Panorma, and vicinity— Oyzicus,				
Wines and Spirits	gallons	228,000	„	8,200
		Total ..	£	146,500

Besides a portion of the olive crop, in oil and salted olives—quantity not specified, from a total of 2,200,000 lbs. of olives, one half being of wild growth, sold at $1\frac{2}{5}d.$, the rest at $2\frac{3}{5}d.$ per lb.

The vintage yielded 50 per cent. more than in the preceding year, the oidium having decreased by the remedial application of sulphur to the vines.

The consumption of imports was as follows:—

	£
Cotton Manufactures, with an increase of 10 per cent. in quantity, and 50 per cent. in price	11,500
Coffee (inferior), 190 tons, sold at 80*s.* per cwt.	15,000
Sugar, 250 tons, sold at 38*s.* per cwt...	9,500
Iron (English) 670 tons, rose in price 10 per cent... ..	6,700
Iron (Russian) 220 tons, „ „	5,200
Tin, 25 tons „ „	4,000
Lead Shot (French) 175 tons „ „	5,200
Total	£57,100

Besides sundries, as paper, glass, &c., not enumerated.

Of native products there were imported:—

	£
Soap, 170 tons, sold at 34*s.* per cwt...	5,800
Oil, 228 tons, at 3*s.* 6*d.* per gallon	10,500
Total	£16,300

Mundania gave a large yield of olives, which, although diminished one-third by the long drought, amounted to over 4,000,000 of okes, or 11,000,000 of lbs., of the average value of $1\frac{3}{4}$ piastres the oke, or about $1\frac{1}{2}d.$ per lb.; total value 63,600, of which olives to amount of above 9,200*l.* were converted into oil.

There were exported 120 bales of filature silk, value 34,500*l.*, from two local filatures, and there were sold in the market there 40,000 okes, or 112,000 lbs. of fresh cocoons, besides part of the yield sent here for sale.

The consumption of cotton manufactures amounted to 2,800*l.*; and of sugar and coffee, which was on the increase, to 3,000*l.* Owing to the communications with the capital being so much engrossed by the steamers, there was a further falling off in the traffic by rowing and sailing small craft, and a small diminution took place of 140 persons in the population of the town, before numbering 5,460 souls, Greeks and Turks.

Ghio had the advantage of a copious yield both of cocoons and olives; of the former amounting to 142,000 okes, or 398,000 lbs., in the fresh state, value 38,500*l.*; and of olives to 2,800,000 okes, or 7,840,000 lbs., to the value of 42,000*l.*

The product of the vintage was on the increase, from the successful application there also of sulphur in staying the oidium, and the yield of grapes was reckoned at 962,000 lbs., at $\frac{1}{2}d.$ per lb., worth 2,000*l.*

The Porte raised the price of salt 50 per cent., to $\frac{3}{5}d.$ per lb., and the monopoly had yielded from the salt pans in the vicinity 6,000*l.*, being double the amount of the preceding year. The fisheries rendered 9,000*l.*, which was accounted a scant product.

There were exported by the steamers to Constantinople—

	£
1724 bales Silk (218 lbs. each)	497,500
182 „ coarse or waste	7,000
450 bales Cocoons	23,000

By 1 English, 9 Greek, 1 Russian, 2 Wallachian, and 7 Ottoman ships—

2500 tons Chrome, for England	18,000
800 tons Salted Olives, for Russian and Danubian ports..	13,500
Total	£559,000

And 56 tons salted olives for Constantinople. Other shipments by small craft not specified.

The importations of foreign goods for local sale, besides miscellaneous articles, were—

	£
400 bags Coffee (inferior)	2,500
500 barrels Sugar	2,950
200 barrels Rum	760
80 bales Cotton Manufactures	9,000
800 bags Rice, from Genoa	1,000
25 tons Brimstone	390
Total	£16,600

Of native products there were imported—

	£
444,000 lbs. Soap, from Candia, &c.	11,400
18,700 gallons Oil ,, ...	3,400
375 tons Salt	2,000
Total	£16,800

This salt comes from Tokia, at the entrance of the Gulf of Smyrna, that of the locality being too fine, and melting too quickly to be used in packing olives.

General Trade and Commerce.

The last was a year of considerable activity for imports in our city market, and the sales of cotton manufactures increased 25 per cent. in quantity, accompanied with a rise of 25 to 30 per cent. in price. The heavy advance in the cost checked the full operation of the demands, which at moderate rates would have taken off still larger quantities of goods. It is observable, however, that the same substantial texture of such sorts as long cloths, madapollams, and the like, is no longer brought here, and the best to be had are lighter than wont. All plain goods in which less yarn could be used have been attenuated, and some made flimsy to the last degree, and all reduced one-fifth to one-third in weight per piece. In prints and chintz it is the same as with those, and become difficult to buy any of a proper and durable sort for female dress and house furnishings in curtains and sofa coverings. The deterioration is necessarily much owing to the deficiency in the supply of the raw material, but has also been much promoted by certain native importers at the capital, who have the goods ticketed with their own name, with lengths marked, always some yards short of the wonted measurement, the object being to bring out at the lowest goods under the name and semblance of articles which they no longer represent in substance and utility.

English cotton yarns have alike been in increased demand, and to greater extent, with full 50 per cent. advance in price, up to the close of the year, the peasantry finding an economy in the women weaving at home stout articles for common wear; but this cannot be done on such a scale as to affect the aggregate sale of imported stuffs.

Coffee and sugar underwent some slight rise in price, and it is a favourable sign of the state of the population that the trade in them also was brisk, and to greater extent by 40 to 50 per cent. than in latter previous years.

At the fair of Balukissor the supply was scant of British cotton goods, always there the chief staple, and which went off to advantage for cash, instead of half payable at the following fair, as customary.

This favourable extension of import trade in its chief branches was influenced by the good grain crops, as also those of silk cocoons and

olives, combined with the population being relieved from the pressure of grievous usurious debt, as dealt with by the Sultan's High Commissioner. Achmet Vefik Effendi.

Exports.—The gathering of cocoons was more copious than for six years past, and estimated at 2,640,000 okes in the fresh state, near 7,400.000 lbs. Prices were, for fresh, 27 to 34 piastres per oke, equal 1*s.* 9*d.* to 2*s.* 2*d.* per lb.; for dry, 70 to 90 piastres per oke, equal 4*s.* 6*d.* to 5*s.* 10*d.*

	Okes.
Up to the end of the year the silk reeled here and in the environs would at the average rate come to	105,000
At Mundania	9,400
Biligik and remaining places	34,100
Total	148,500

Okes.		
90,000	Cocoons, exported, are equivalent in reeled silk to	30,000
155,000	Cocoons of 1863, estimated remaining over ..	51,500
	Total in filature Silk ..	230,000

lbs.		Value.
Or, 644,000	.. ..	£773.600
28,000	or 10,000 okes common reel	24,400
lbs.. 672,000	Total product of 1863	£798,000

In silk, allowing for balance of cocoons left from the previous year.

Particulars asked for have not been received from the British Consular Agent at Nicomedia, to give the exact complete return of the export of silk and cocoons during the year.

The price here of filature silk, No. 11 to 12, was 360 to 380 piastres per oke, equal 23*s.* 5*d.* to 24*s.* 9*d.* per lb., but as compared with its value in the foreign markets, far too high prices were paid for cocoons, and considerable losses sustained by exporting owners and workers of filatures on their own account, which led to embarrassments preliminary to some failures amongst them, which have ensued.

There were employed in this city and the adjoining villages 62 filatures, furnished with 2,662 reels; at other places 30 filatures, furnished with 1,960 reels, making 92 filatures in all, with 4,622 reels, including 3 filatures on the coast of Nicomedia, as under the Brussa tithe jurisdiction. Those filatures, if fully worked throughout the year during 265 days, allowing for holidays, would, at the average rate of 80 drams a-day, for each reel produce 686,000 lbs. of silk, but they are never kept in constant full activity, and although formerly profitable, their number has been so multiplied as to be prejudicial to their common success, by the competition for cocoons; those being abundant last season, the owners of filatures were induced to lay in large stocks, besides which, contracts made by other exporters of silk for delivery in France within a certain time had to be completed. Hence all the filatures, with slight exception, kept working until the end of the year, and cocoons still high, notwithstanding the fall in silk abroad.

The best yield of cocoons was in the Brussa district proper, though not free from failures by disease of the worms and other casualties, which elsewhere were more prevalent. Sultry weather at the last stage of the process, where tardy, was always noxious, whether combined with inherent disease or not. But even where the cocoon had been spun to perfection, and was reserved to furnish insects for reproduction, the grub was sometimes found dead inside, and never emerged in the butterfly form. This has caused the more distrust in the selection of eggs, and led to efforts to

provide in every direction supplies of sound for the coming season. Some had already been brought from Persia, and also some are coming from China. The chief dependence is still on indigenous eggs of the country, and those from the vicinity of Uskup, on the borders of Albania, are in repute as being amongst the soundest. It has been found that by clearing away the fecular deposits during the feeding of the worms, the tendency to sickness is much diminished, and simple precautions for this purpose, little attended to, might be adopted with advantage.

The gathering of olives, which was ample, amounted in all to 7,600,000 okes, or near 20,000,000 lbs., along the coast from Ghio to Cyricus, and which are mostly salted for exportation, beyond what is required for local consumption, and those which are dropped prematurely from the trees, and are pressed to make oil. But little of it is otherwise produced, although when, with care, it is excellent, and the district is chiefly supplied with it from other southern parts of the country. On the Mundania coast here, where the growth of olives is the largest, they were stinted in size and juiciness by the continuous drought of the season, or the last crop would have been much heavier.

Wool.—The clip at Mikalitz was about 210,000 lbs., costing there in the grease 9½ to 10 piastres per oke, equal 3¾*d.* to 4*d.* per lb., all of which exported is included in the shipments from Panorma.

Opium.—The yield at Karrahissar and its adjacencies is reported at 1,800 baskets, about 150 lbs. each, sold at 210 to 220 piastres per oke, equal 14*s.* to 14*s.* 8*d.* per lb.

Local Manufactures.—There were produced of these 3,000 silk and cotton dresses, called cutnis, and varying in price, according to the sort, from 100 to 220 piastres, or 18*s.* to 40*s.* per piece of 7 yards. Of gauze for ladies dresses, 400 pieces, of 20 to 30 yards, costing 4½ to 22 piastres the short pike, equal 1*s.* 3*d.* to 6*s.* per yard. 30,000 pairs of towels and bath wrappers, varying from 20*d.* to 7*s.* 3*d.* the pair. Some 300 cotton bournouses, for dressing gowns, at 90 to 120 piastres, or 16*s.* 4*d.* to 22*s.* each; and 420 dozen silk handkerchiefs, costing 2*s.* 2*d.* to 2*s.* 9*d.* each.

Agriculture.

The crops were favourable in the district generally, and adjacent places of supply; and the price of good wheat, according to the quantities arriving, varied from 30*s.* to 33*s.* per quarter. Barley did not everywhere succeed so well, and sold at 15*s.* to 16*s.* 9*d.* per quarter. Potatoes were mostly small, attributed to drought, but they found buyers more freely than hitherto, who came from Constantinople, and paid 2*s.* 8*d.* to 3*s.* 7*d.* per cwt. for them in the field. The oidium decreased considerably in this vicinity, as well as on the coast. Grapes for making wine cost 10*s.* 10*d.* to 15*s.* 6*d.* per load of 2½ cwt. The culture of sergo was extended, but the canes were slender, and did not yield much juice, owing to the dry season. The peasantry made from theirs the liquid substance used for food, the owner of the crushing mills from his portion common spirit, but in inconsiderable quantity, so that it did not pay, and with the vineyards recovering their fruitfulness, sergo is likely to fall into neglect, unless to make sugar.

Attention is besides especially turned towards cotton, from its continuous high price, and the success of some of the essays for its production in this plain, though so limited as to contribute nothing to exportation. What was raised was chiefly from indigenous seed of Balukissar origin, though called by the name of aidin. The Egyptian was planted too late for that species, few of the bolls having opened, and it had no fair trial, without making allowance for which all the cultivators nearly are pre-

paring to use the seed of the country, of which the bolls are small, and the staple of the cotton too short. From Ghéve an exportation was anticipated of 250 tons, as reported by me in November, but the actual shipments from the Gulf of Nicomedia are wanting, with the other returns from thence. The list from Panorma gives the quantity which passed through there of the growth of Balukissar, where a British cotton company had formed an establishment; but in my intercourse with the managers at Constantinople it was not apparent what might be their effective capital, either for usual purchases, or to make advances for this next season. The growth in the Balukissar territory is in course of receiving greater development, land there having risen greatly on that account; still, there is no assurance that there will be an improvement in the mode of culture, and in the seed employed. Some localities in the Sangiaks both of Kutahia and Kanahissar, in this province, habitually yield cotton to some amount, which goes to Smyrna, and in both a considerable extension of the culture is to be expected.

General field labour for next season remained greatly in arrear in this district, owing to the soil being hardened by the droughts, and those followed by snow and frost, so that the work had to be done on the weather opening later in winter. No progress has in the meantime been made in the system of culture, and the introduction of English ploughs and other requisite implements. The peasantry would buy some of the ploughs, if at hand on the spot, but are not inclined to make advances to have them brought out on their own account. The High Commissioner, Achmet Vefik Effendi, having devoted to other public purposes the funds at his disposal, afforded no direct aid to agriculture, but gives assurance that this primary source of all industry and revenue in the country will have his care for its advancement.

A destructive murrain amongst oxen and buffaloes swept off numbers of them till late in the winter, in the Sangiak of Balukissar and plain of Mihalitz, but did not extend further eastward along the lake of Apollonia towards this. At the same time, there was considerable mortality among the sheep in our vicinity, from measles.

Currency.—This is now firmly established on the common basis throughout the empire of 100 piastres to the gold medjidié or lira, as it is usually called, and to which all transactions have adjusted themselves. The old debased Beshliks exchange against it at their nominal rate of five piastres, with 1 per cent. of discount only, from their being payable as a legal tender. No notes of the Imperial Bank made their appearance.

Miscellaneous Statistics.—The wages in different trades, and of labourers, both town and rural, remained without any noticeable alteration from the previous year, also the prices of provisions, only flour a little cheaper. The wages in the silk factories, which count apart, were, for reelers, in the summer, 6 to 8 piastres, or 13*d.* to 17½*d.* a-day, and lowered to 4 piastres, or nearly 8*d.*, in winter; for superintendents the pay varied from 13 piastres, or 2*s.* 4*d.*, to 7 piastres, or 1*s.* 3*d.*, when lowest.

The whole 92 filatures of the country employ..	4,600 reelers and overseers.
In twisting the skeins	400 plaiters.
In picking the cocoons	600 sorters.
In winding off the coarse silk	200 reelers.
Male Directors, Engineers, &c.	400 persons.
Total..	6,200 persons.

Besides porters, mule drivers for conveying wood, and wood cutters.

Of those 6,200 persons enumerated, 3,700 were employed in this city and the villages adjacent, in the latter amounting to 400.

General Occurrences and Remarks.

In the month of September the greater part of the Armenian quarter, and a few Turkish buildings, were consumed by a fire which destroyed upwards of 600 houses, besides shops, churches and mosques. The sufferers were hospitably received in the Mussulman quarters and dwellings, among the rest, till their own be rebuilt, which, according to the general regulation in such case, will be on a regular principle, with straight, widened streets, as promptly planned after surveys.

Various restorations and improvements in the city were undertaken, and partly executed, by Achmet Vefik Effendi. Amongst these was the repair of many mosques shattered by the earthquakes in 1855, and of the principal khan or vaulted square, for trade, and the accommodation of strangers. In this is to be established the silk and cocoon market, now on a very confined site, and a suitable locality was selected and being prepared for the fish-market, to be removed there from where it is a nuisance, in a main passage. Several bridges outside the town, in the lines of communication with the rest of the country, were repaired or reconstructed, and the streams crossed embanked within their proper channel.

The works on the long neglected Ghio road, already resumed under the Governor, Nafiz Pacha, received a more vigorous impulse under the control of Achmet Vefik Effendi, with every prospect of being completed this year. A spacious opening for its entrance, penetrating into the centre of the city, had already been marked out by his Excellency, which is since advanced in execution, and will be a great place of resort, and ornament to the town, besides the convenience for diligencies to be run on the line in course of the year.

In those innovations, apart from the site of the fire, there has been little interference yet with private property of any value, but there is no fixed rule of compensation to the owners, which rests much at the discretion and equity of the commissioner.

His design, with the apparent sanction of the Sultan, is to renovate and embellish Brussa, to give it all the advantages and attractions of which it ought to be susceptible from its site, natural resources, and vicinity to the capital. To accomplish this adequately, seeing the rarity of monied capital among the inhabitants, and of circulating medium, there is still needed the co-operation of some banking establishment—as eventually to be expected, to give more scope to industry, and full value to property.

All borrowing of money, to whatever amount, has become next to impracticable. The investigation of transactions of years' standing, when founded on enormous usury, and the penalties imposed on the lenders, have now deterred others from the like practices. Yet money has not been forthcoming at the legal rate of 12 per cent., itself very high. Many of those lenders tore up their bonds in presence of the debtors, in dread of being brought to account by the inexorable High Commissioner, or declined claiming the sums due to them, loans at 12 or even 15 per cent. being very rare cases. This suspension of money accommodation, whilst not without its inconvenience, has on the whole been salutary, checking the proneness of the peasantry and others to borrow on any terms, and compelling them to be more provident and reliant on their own means and industry. At the same time, being no longer liable for arrears of extortionate loans, which devoured what their products realized, they

have had more money amongst them at command, than at any period since the Crimean war, and which circulated to the ampler development of trade exhibited. Taxes in arrear and accruing were not the less stringently exacted by the Commissioner, which formed a conspicuous object of his charge; and complaints heard that he had impoverished the country, and drained it of cash, do not coincide with the fact cited, and besides this, cocoons to the value of 200,000*l.* remaining unsold at the end of the year, which could have been realized for ready money, and were kept back for higher prices, so that the holders could not be in straits.

A frigate which had been six years on the stocks at Ghio, was launched there in July last.

Our police, though under better discipline, has not improved in humanity, nor has there been any amelioration in the mode of administering justice in the different tribunals.

Numbers of native Greeks along the coast of the district, and chiefly near Mundania, who, in virtue of Hellenic passports they obtained, had for years enjoyed protection as subjects of that State, were vigorously treated by the High Commissioner as natural subjects of the Porte, and in order to remain in the country, and retain possession of their property, they had to renounce their foreign nationality. Persons who had thus assumed Russian, Austrian, and Persian protection, but who are not many, were placed on the same footing. No question was raised as to any individual under the British jurisdiction, except one who had been registered by producing a fraudulent passport, not at first detected.

The Porte no longer farms the silk duties here, and which are collected direct by one of its officers. The tithe on grain and other products of the soil continues, however, to be farmed out through the province.

Brussa, March 26, 1864.

CYPRUS.

Report of Mr. Vice-Consul White on the Trade of Cyprus for the Year 1863.

British Shipping.—The year 1863 shews a marked increase as compared with former years, in the number of British vessels which entered and cleared from ports of Cyprus. The total number of vessels engaged in the direct and indirect trade having been 43, and the tonnage 8,671—an increase of 30 ships and nearly 7,000 tons upon the year 1862.

Foreign Shipping.—The number of foreign vessels which entered Cyprus ports in 1863 was 853, of 110,339 tons, being an increase of 106 ships and 34,600 tons upon the preceding year. Austria occupies the first place, exceeding even Turkey itself in tonnage. Greece comes next to Turkey, then France, which immediately precedes England, and Italy follows after England.

Trade and Commerce.—Commerce was more active in 1863 than in preceding years, and this is especially observable in the export trade. The total amount of exports for 1863 was 276,700*l.*, showing an increase of 88,565*l.* upon the year 1862. Cotton alone shows an increase in the exports of 57,529*l.* Cotton, carobs, wine and spirits, grain, salt, and live stock were the principal articles of exportation. Great Britain, from being the smallest exporting country, held in 1863 the second place, having exported only to a less amount than France, and more than Austria. It is anticipated that in the present year (1864) Great Britain will be the chief exporting country, owing to the large shipments of cotton made to the United Kingdom.

The total amount of imports in 1863 was 120,000*l.*, exceeding that of the year 1862 by 20,000*l.* Greece has been the chief foreign importing country, next Austria, and then France. Direct imports from Great Britain amounted to 1,630*l.*, in the preceding year they valued only 314*l.* British manufactured goods are imported into Cyprus indirectly from Turkish ports.

Market Price of Goods.—Of articles of exportation cotton rose from 10½*d.* the lb. at the close of 1862, to 1*s.* 8*d.* at the close of 1863. Wheat advanced 6*s.* and barley 1*s.* 6*d.* the quarter during the same period. Carobs ruled 12*s.* 8*d.* the ton, and wool 1*l.* the cwt. higher than in 1862. Wine and spirits maintained about the same price as in the preceding year, excepting the better kind of Commanderia wine, which rose about 40 per cent in value.

The new regulations reducing the currency came into operation in August, 1863. The English sovereign, which was current at 164 piastres, was reduced to 110. Opposition was raised by some of the merchants to this great and sudden reduction, but the local authorities succeeded in enforcing it. Local and other causes, however, prevented the price of labour and provisions being lowered in the same proportion as the coin, and the high price of provisions, especially of butchers' meat, was felt by the poorer classes. Firewood and other necessities have also risen in price.

New Tariff.—The new tariff continues to work satisfactorily; the export duties are felt to be very liberal, and even beneficent. This is especially the case as regards the duty upon cotton, which, owing

to its greatly increased value since it was tariffed, though it nominally pays a duty of 7 per cent., really pays only about $1\frac{1}{2}$ per cent.

Rates of Exchange.—The rates of exchange upon England during the year 1863, were as follows :—

January ..	Ps.	148	old currency.	July	Ps.	$151\frac{1}{2}$	old currency.
February	„	149	„ „	August ..	„	151	„ „
March ..	„	$149\frac{1}{2}$	„ „	September	„	$108\frac{1}{2}$	new currency.
April	„	148	„ „	October ..	„	$105\frac{3}{4}$	„ „
May	„	$148\frac{1}{2}$	„ „	November	„	$106\frac{1}{4}$	„ „
June	„	149	„ „	December	„	$107\frac{1}{4}$	„ „

Weights and Measures.

The weights and measures in use in Cyprus are those of Constantinople, viz. :—

Weights.—1 Oke = $2\frac{4}{5}$ lbs.
Measure.—1 Kilo = 1 bushel, weighing of

Cyprus wheat	56 to 58 lbs.
Cyprus barley	43 to 45 lbs.

Money.—The pound sterling was reduced in August from 154 to 110 piastres.

Agriculture.

Grain.—The grain harvest of 1863 was abundant, exceeding that of the former year, which was also good. The exportation of wheat and barley slightly exceeded that of 1862. Great Britain was the chief exporter of barley, having exported upwards of 17,600 quarters.

Cotton.—The cultivation of cotton was much extended in 1863, the increase being calculated at 40 per cent. upon former years. The total produce of the island in 1863 must have been about 8,000 bales of $2\frac{1}{4}$ cwt., 2,016,000 lbs. The direct export to Great Britan was only 10,000 okes, or 28,000 lbs.; but 100,000 lbs. were also exported indirectly by Alexandria to Liverpool. Of 167,400 okes, or 468,720 lbs., exported to Turkey almost the entire quantity was re-exported to Europe. The introduction of American seed has been successful, the demand for it is great but the supply very small. Could a steady supply be depended upon there can be little doubt that it would soon entirely take the place of native cottonn. Changes of this kind, however, are generally gradual, the example is set by European landowners, and the natives seeing the experiment succeed adopt the change. The increased communication with England by steam, and the higher price offered, have caused a trade to spring up between England and this island which did not exist before. Liverpool is entirely taking the place formerly held by Marseilles in this respect. The improved quality of the cotton, and the introduction by a resident British merchant of the Roller Macarthy gin, which does not weaken the staple as the saw gins used in the island are found to do, have been also greatly instrumental in bringing about this trade with Great Britain.

Madders.—A considerable quantity of madder roots were shipped to England at the commencement of 1863, but a glut in the English market paralyzed this branch of trade, and the low prices in the English markets were unremunerative to the producer. Morphon madders, however, still command a good price for the Smyrna market, where they are mixed with Baker's which thus adulterated are shipped to England.

Carobs.—The yield of locust beans was abundant, about 9,000 tons were exported to Russia, Egypt, and Austria; owing to the high prices paid in these countries no shipments were made to England.

Tobacco.—The cultivation of tobacco is diminishing in Cyprus owing to the high duty imposed upon it. On this account, in spite of its greatly increased price, more tobacco was imported into Cyprus in 1863 than in preceding years.

Olive Oil.—The olive harvest was very abundant, and therefore instead of importing oil as in 1862, Cyprus exported a small quantity.

Locusts.—Notwithstanding the active measures taken to destroy them the locusts continue to multiply in Cyprus. Not much ravage, however, was committed by them in 1863, but their presence in the island is a standing obstacle to cotton cultivation by the delay which it causes in planting the seed, the plant does not ripen till late, and at times the bolls do not open at all from want of sufficient heat in the autumnal season. Government has made grants towards ensuring their exterpation, and the local authorities have taken some pains for the same end, but still the locusts are found to multiply, in spite of their endeavours to destroy them.

Cyprus, May 10, 1864.

JAFFA.

Report by Mr. Consul Kayat on the Trade, Navigation, &c., of the Port of Jaffa for the Year 1863.

THERE has been a considerable increase in the trade of Jaffa during the past year, the exports have been much more, and on the whole, business has been more active, with prospects of still greater improvement in the coming year.

SHIPPING AND NAVIGATION.

British.—The exportations to Great Britain having been about treble the amount they were in the preceding year, more English ships have been engaged in the trade with this port.

Foreign.—The number and tonnage of French sailing ships entered and cleared during the year is about half that of last year, and although there have been less sailing ships employed, still the shipments by French steamers have been more, steamboats having been preferred for speed of transport in the exportation of cotton, which has been nearly ten times the quantity shipped last year, in consequence of the increase of cultivation, and yield of that staple in this district.

British and Foreign Shipping at the Port of Jaffa in the Year 1863.

I. Direct Trade in Sailing Ships.

Entered.									Cleared.								
Nationality of Vessels.	Number of Vessels.			Tonnage.			Value of Cargoes.		Nationality of Vessels.	Number of Vessels.			Tonnage.			Value of Cargoes.	Countries to which departed.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
British	1	24	25	300	5,064	5,364	£500		British	24	...	24	5,064	...	5,064	£25,620	Great Britain.
French	...	24	24	...	3,892	3,892	...		French	24	...	24	3,892	...	3,972	71,537	France.
Italian	...	3	3	...	273	273	...		Italian	2	1	3	261	112	273	3,961	Italy.

Indirect or Carrying Trade in Sailing Ships.

Entered.									Cleared.								
Nationality of Vessels.	Number of Vessels.			Tonnage.			Value of Cargoes.		Nationality of Vessels.	Number of Vessels.			Tonnage.			Value of Cargoes.	Countries to which departed.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
British	1	...	1	467	...	467	£400		British	1	...	1	467	...	467	£2,000	Turkey.
Austrian	...	3	3	...	340	340	...		Austrian	3	...	3	340	...	340	4,043	France.
Italian	...	6	6	...	1,635	1,635	...		Italian	6	...	6	1,635	...	1,635	2,488	France.
Greek	4	34	38	200	1,700	1,900	1,200		Greek	38	...	38	1,900	...	1,900	8,000	Turkey.

II. Indirect Trade in Steam Ships.

Entered.					Cleared.				
Flag.	Number of Steamers.	Tonnage.	Approximate Value of Imports.	Countries whence arrived.	Flag.	Number of Steamers.	Tonnage.	Approximate Value of Exports.	Countries to which departed.
French Messagéries Impériales	48	30,000	£ 40,000	Marseilles, Messina, Malta, Alexandria, Constantinople, Greece, Smyrna, and ports of Syria.	French Messagéries Impériales	48	30,000	£ 33,000	Same as whence arrived.
Austrian Lloyds	46	25,000	49,000	Trieste, Constantinople, Alexandria, Greece, Smyrna, Rhodes, Cyprus, and ports of Syria.	Austrian Lloyds	46	25,000	24,000	
Russian Co.	49	29,000	35,000	Odessa, Constantinople, Greece, Smyrna, Rhodes, Alexandria, and ports of Syria.	Russian Co.	49	29,000	21,000	
English	1	467	...	Beyrout.	English	1	467	1,500	Constantinople.
French Cie. Régis ...	3	1,165	...	Marseilles and Alexandria.	French Cie. Régis ...	3	1,165	23,025	Alexandria and Marseilles.
Turkish	1	400	...	Alexandria.	Turkish	1	400	500	Constantinople.

Coasting Trade.

Flag.	Number of Vessels.	Tonnage.
Turkish	395	12,000

Harbour and Wharf.—In my report for the year 1863, I alluded to the feasibility of converting the natural breakwater there into a servicable harbour or mole, and that at no great outlay. But what is particularly needed, is a proper wharf or quay for passengers and goods. At present, and hitherto, there has been nothing to serve that purpose except a small platform or jetty of about 11 feet long by 9 broad, composed of light and shaky planks, and although the extent of shipping has been so great, and is yearly on the increase, yet that fragile construction has been the only place for the landing and embarking of passengers and merchandize, on which occasions there is a great confusion, to say the least, especially during the Pilgrim season, when thousands debark and embark. But after various representations to the Custom-house authorities and others, they have written for, and obtained, an order for the construction of a proper landing-place or wharf; and thus happily to put an end to the commercial and social inconveniences and detriments in that quarter.

Lighthouse.—A lighthouse is to be erected here shortly at the southern extremity of the town, which we hear is to be made by a French company, who have entered into an agreement with the Porte, to give 22 per cent. of the dues received for a period of 21 years, and after that time the lighthouse will belong entirely to the Turkish Government. The same company has built and is about to build other lighthouses at different parts of the coast of Syria.

Trade and Commerce.

Exports.—Besides the articles enumerated in the Table for last year, there is another to add for this year, viz., cattle, consisting of horses, camels, mules, donkeys, sheep and oxen, from this port to Egypt, owing to the great demand and high prices consequent on the murrain which has been raging in that country.

Exports to Great Britain.—The quantity of produce shipped has been considerably above last year; in cereals exceeding the quantity shipped in 1862, by 21,140 quarters.

Foreign Exports.—There has been a vast increase in the exportation of cotton to France; more than nine times the quantity (upwards of 524,360 lbs.) shipped in 1862, has been exported in the past year, and that is owing to the attention of growers having been turned to the cultivation of cotton, resulting in such an increase of produce. Two cargoes of Dari have been shipped to France, which pulse has hitherto been very little in demand in the French markets; but nearly all the quantity exported is generally sent to England.

To Egypt.—Several hundred tons of olive oil have been shipped on account of the deficient crop of sessame seed, of which olive oil is extracted; the demand for olive oil in Egypt was great, and the prices there were 10 per cent. higher than in the preceding year; the yield of olives having been abundant in this district, the shipments from this port have been larger than usual.

Subjoined is a Table of the Exports.

RETURN of the Exports at the Port of Jaffa in the Year 1863.

Name of Articles.	Foreign Weights and Measures.	To Great Britain.		To France.		To Turkey and Egypt.		To Italy.		TOTAL.				
										Quantities.		Value.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.	
			Piastres.									Piastres.	£ s. d.	
Wheat	Kilo.	30,900	679,800	124,114	2,730,508	10,000	222,000	11,600	255,200	176,614	Imp. Qrs. 22,076½	3,885,508	29,888 10 6	
Barley	,,	134,114	1,314,140	27,050	270,500	8,000	80,000	22,975	229,750	192,139	,, 24,017¾	1,921,390	14 779 18 6	
Dari	,,	104,000	1,249,200	9,750	117,000	...	...	...	...	113,850	,, 14,231¼	1,366,200	10,509 4 7	
Sessame Seed	Oke	...	...	2,853,449	8,560,347	40,000	120,000	...	...	2,893,449	Tons 3,616⅛	8,680,547	66,773 8 10	
Olive Oil...	,,	...	...	150,050	975,325	150,000	975,000	...	...	305,050	,, 318¼	1,950,325	15,002 10 0	
Soap	,,	...	...	...	...	70,000	420,000	...	..	70,000	,, 87½	420,000	3,230 15 5	
Cotton	,,	...	...	190,678	3,813,560	...	...	...	...	190,678	lbs. 524,354⅓	3,813,560	29,335 1 6	
Wool	,,	...	...	38,517	385,170	...	...	...	...	38,517	,, 105.921⅞	385,170	2,962 16 10	
Colocynth	,,	1,000	6,000	...	...	...	...	...	...	1,000	,, 2,750	6,000	46 3 1	
Hides	,,	...	...	...	...	5,000	25,000	...	...	5,000	Tons 6¼	25,000	192 6 2	
Cattle Bones	Kantar	533	53,300	...	...	...	...	...	...	533	,, 150	53,300	410 0 0	
Oranges	Pr. thsnd.	...	...	...	...	8,300,000	1,162,000	...	..	8,300,000	Nbr. 8,300,000	1,162,000	8,938 9 3	
Pomegranates	,,	...	...	...	...	410,000	53,300	...	...	410,000	,, 410,000	53,300	410 0 0	
Water Melons	,,	...	...	...	...	200,000	200,000	...	..	200,000	,, 200,000	200,000	1 538 9 0	
Apricots, Apples ...	Oke	...	...	...	...	52,000	114,000	...	...	52,000	lbs. 143,000	114,000	876 18 5	
Vegetables	,,	...	...	...	...	18,000	36,000	...	...	18,000	,, 63,000	36,000	276 18 5	
Rags	,,	...	...	...	...	...	...	40,000	30,000	40,000	Tons 50	30,000	230 15 9	
Mats	Number	...	...	...	...	2,000	11,000	...	...	2,000	Nbr.2, 000	11,000	84 12 3	
Cattle, viz., Horses, Mules, Camels, Donkeys, and Oxen ...	,,	...	...	...	...	...	...	...	...	...	...	1,924,000	14,800 0 0	
												26,037,300	200,286 18 6	

N.B.—The foregoing Table of Exports comprises the exportations shipped in sailing vessels, and also some of the leading articles of produce, known to have been shipped in steam-ships, such as cotton, olive oil, sessame seed, and wheat. As for other different merchandize exported in steamers, no detailed account is procurable; but only the total number of packages brought and taken, which have been roughly estimated, and inserted in the Table of Steam-ships in this Report.

Imports.

As before stated in my previous Report, no exact information is obtainable of the quantity of goods imported, as the local authorities keep no statistics whatever. The imports are very considerable, as the import trade at Jaffa is of the nature of transit, and not limited to the articles imported for the consumption of its inhabitants, but supplies most of the eastern and southern towns of the interior of this Pashalic.

Market Prices of Goods.—The average prices during the year have been :—

	Piastres.					£	*s.*	*d.*	
Wheat.....	at	22	per kilo	f.o.b. =	1 bushel at	0	3	5	
Barley.....	„	10	„	„ =	„ „	0	1	7	
Dari.....	„	12	„	„ =	„ „	0	1	10	
Sessame Seed..	„	3	per oke	„ =	2¾ lbs. „	0	0	5¾	
Olive Oil.....	„	6	„	„ =	or „	40	0	0	per ton
Cotton.....	„	20	„	„ =	2¾ lbs. „	0	3	1	
Wools.....	„	10	„	„ =	„ „	0	1	7	
Soap	„	6	„	„ =	„ „	0	0	11	
Colocynth.....	„	6	„	„ =	„ „	0	0	11	
Hides.....	„	5	„	„ =	„ „	0	0	9¾	
Cattle Bones...	„	100	per kantar	„ =	or „	2	9	9	per ton
Oranges.....	„	140	per thousand	„ =	„	1	1	7	
Water Melons .	„	100	per hundred	„ =	„	0	15	6	
Vegetables.....	„	2	per oke	„ =	2¾ „	0	0	4	

Operation of the Tariff.—In conformity with the new Tariff, the duty on exports has undergone a reduction of 1 per cent. in the past year, but the Custom-house receipts have been considerably more than last year, as the exportations have been greater, and there will be still greater inducement to export more every succeeding year as the duty will be diminished by 1 per cent., until it is finally reduced to the fixed duty of 1 per cent. *ad valorem.*

Trade.—Trade has been very brisk throughout the year.

Rates of Exchange.—The monthly rates of exchange have averaged about 126 piastres to the pound sterling.

Agriculture.

The harvest of 1863 has been abundant. The prices of cereals rose gradually, and were sustained during the year, on account of the demand for Egypt and the coast.

Wheat.—The quality of the wheat crop was very good, heavy in weight, so much so, that it did weigh even more than Russian wheat: viz., 22 to 23 okes per kilo or bushel = 496 lbs., to the imperial quarter.

Barley.—The crop was very abundant, and the quality good, and was in demand, the prices were well sustained throughout the year.

Dari.—The crop of Dari was small, as part of the land hitherto sown with it was appropriated to growing cotton.

Olive Oil.—The yield of olives was very good, and the prices rose owing to the great demand for Egypt.

Sessame Seed.—The crop was an average one, and prices kept high, and advanced during the year on account of the demand for Egypt.

Cotton.

The quantity of cotton exported was more than nine times as much as the preceding year—

In 1863	524,354 lbs.	were exported
In 1862	55,000 „	„
Increase in 1863	469,354 lbs.	

This great increase is owing to the interest exercised for its growth. Merchants who operated in cotton were well remunerated, the average profit made was 25 per cent. It is believed next year the quantity produced will be three or four times as much as last year.

Introduction of Machinery.—The produce of cotton having been much more than the preceding year, the native hand-machines could not clean cotton fast enough to meet the demand for exportation. Several merchants who bought large quantities of cotton in the pod, imported English and American saw gins, but although the cleaning process by them was considerably faster, yet the cotton cleaned was rather injured in the staple, which is not the case with cotton cleaned by the native hand-gins.

Exportation of Fruit.—Jaffa is a fruit-exporting place. This year large quantities of fruit were sent to Port Saïd (Suez Canal Embouchure), as well as all kinds of articles of food have been continually exported to that place.

Railway.

The people are disappointed at not seeing a commencement of the talked of railroad by an English Company from Jaffa to Jerusalem; but it is reported that the project is still in view, and all entertain the hope that it will be done. I believe that nature made Jaffa to be the port for a railroad to Jerusalem, Nablous, and through the country by Jisr Benât Yakûb and Lassah to Damascus, thus avoiding the Libanus and Anti-Libanus.

Telegraph.—A telegraph is shortly to be laid down from Beyrout to Jaffa, and from this to Egypt along the coast, which will then connect Egypt and Constantinople, through Palestine and Syria.

General Remarks.

I am surprised that no English Company has been formed to establish a regular line of steamers on this coast, like the French, Austrian, and Russian steamers; all these three Companies are doing very well, and very often large quantities of goods are left on the quay from want of room on board these steamers; and I believe next year we shall have a large quantity of cotton to export, and it will be very desirable to have English steamers touching here, to take our cotton to Liverpool, instead of to Marseilles; the native merchants prefer English steamers to those of any other nation, and I am often requested to use my interest to establish a line of English steamers, like the rest, and I am sure that it would pay, for our export is increasing every year; and besides taking cotton, &c., to Liverpool, they would take cargoes and passengers for the intermediate ports.

Jaffa, May, 1864.

JERUSALEM.

Report of Mr. Consul Moore on the Trade and Commerce of Jerusalem for the Year 1863.

The ports along the seaboard, formerly included within this Consular District, having been transferred under the immediate superintendence of Her Majesty's Consulate-General at Beyrout, the reports and returns of the trade and navigation at those ports will no longer be furnished through this Consulate.

The arrangement above referred to restricts this district to the Sandjak (or minor province) of Jerusalem, of which the port is Jaffa; although there exists another port town further south, namely, Gaza, the trade of the latter is limited to an occasional British or foreign vesel touching there, in ballast, to load grain; the number of such vessels may be from six to ten during the year; but we have no Consular officer at Gaza who could report to me the exact number.

Trade and Commerce.—The trade of the Sandjak of Jerusalem is so insignificant, as hardly to deserve the name. Jerusalem is the least commercial or industrial city I know. The principal if not only imports from England, are cotton goods and some colonials, but the former have much diminished in quantity since the cotton crisis; it is calculated that 300 bales of these goods, of the value of £16,000, annually find their way here. British trade is represented by one English tradesman, who keeps a store for English upholstery, drapery, and fancy goods. The imports from foreign countries, consisting chiefly of woollen manufactures, hardware, glass and fancy goods, are on an equally limited scale. The exports are olive oil and grain, the staple products of the district of which the quantities and destination will be shown on the returns from Jaffa.

The average rate of exchange during the past year was 112 piastres per pound sterling.

Agriculture.—As already stated, the staple produce of the district is olives and grain, of which the principal kinds are wheat, barley, sesame, and maize, produced to a comparatively considerable amount. Very little is done in cotton culture, what is raised being consumed on the spot, and of an inferior quality. As I had the honour to report at the time, no seed was received by the local Turkish authorities from the central government for gratuitous distribution amongst the peasantry. It is believed that in many parts of the country cotton to a large extent might be successfully cultivated, with good seed and proper instruction and implements given to the peasantry. The animals bred in the district are camels, horses, mules, asses, sheep, goats, and oxen, the latter in limited numbers. The vegetable produce is not very varied, and barely sufficient for local requirements.

Population and Industries.—The population of the Sandjak may be estimated at 200,000, divided into the three sects of Mahometans, Christians, and Jews, in the following proportions:—

Mahometans	160,000
Christians (mostly of the Greek church) ..	30,000
Jews	10,000
	200,000

The population of the city of Jerusalem is computed at 15,000, of whom about 4,500 are Moslems, 8,000 Jews, and the rest Christians of various denominations.

The chief native industry is the manufacture of soap and what is called "Jerusalem ware," consisting of chaplets, crucifixes, beads, crosses, and the like, made, for the most part, at Bethlehem, principally of mother-of-pearl and olive wood, and sold to the pilgrims, who annually flock to the holy city to the number of about 6,000.

No mines are worked, though it is the confident belief that sulphur, bitumen, and rock-salt abound on the shores of the Dead Sea, but security and capital are wanting, and so long as these are absent, the probable wealth to be extracted from those regions will remain unavailable. Factories are equally not to be met with. The employment of the people in the rural districts is almost exclusively agriculture, which is carried on in the most primitive mode.

Public works.—All that can be said under this head is that there are several projectors in the field for the construction of a railway or carriageable road from Jaffa to Jerusalem; but I fear there is no better prospect of a realization of these projects than has been the lot of their predecessors for years past, namely, their eventual abandonment after much discussion, estimating, and surveying. The principal obstacle is understood to be the unwillingness of the Turkish Government to grant the concession to any foreign projector or company, whilst it abstains from undertaking this most necessary work itself. In fact the main cause of the poverty and backwardness of the country is, together with the want of security, the absence of good roads in place of the wretched tracks now doing duty as means of communication; the formation of roads would, in the nature of things, itself react upon the country and tend to promote its security.

The insecurity referred to arises principally from the predatory tribes of Bedouins inhabiting the outskirts of the district, to keep whom in check, however, military arrangements of a simple and inexpensive description could be readily devised.

Owing to the above causes, vast and fertile plains are allowed to lie waste, or but partially and poorly cultivated. There can be no doubt that with the agricultural capabilities of the country fully utilised, it could support a population at least tenfold greater than its present scanty and poverty-stricken inhabitants.

A telegraphic line is in course of formation by the Government between Beyrout and Jaffa, whence it is to be carried on to Alexandria. At first it was stated that a branch would be made to Jerusalem from Jaffa, but I now hear that this intention, if it ever existed, has been abandoned.

Jerusalem, May, 1864.

RHODES.

Report by Mr. Vice-Consul Biliotti on the Trade of Rhodes for the Year 1863.

The Consulate of Rhodes, which was established in 1850 with a jurisdiction extending to all the islands in the Ottoman Archipelago and Cyprus, was limited towards the middle of 1862 to the islands of the Sporades. In April 1863 it was abolished, and replaced by a Vice-Consulate, having the same jurisdiction, viz., the islands of Rhodes, Cos, Castel-Rosso, Scarpantas, Cassos, Halki, Symi, Telos, Nissiros, Stampalia, Calymuos, Leros, Patmos, Nicaria, and several other smaller islands, such as Fourni, Lipso, Arki, &c., which are very thinly populated, and some of them only inhabited during summer.

Shipping and Navigation.

British.—A slight increase has taken place on the British shipping of 1863, compared to that of the preceding year, during which it had fallen off more than one half. This increase consists of an augment of about 300 tons on the quantity of coals imported by British vessels, and of about 350 tons on the valonea shipped in British vessels, in the neighbourhood of this island.

The following return shows the state of British shipping during the last five years:—

Years.	No. of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1859	13	2,458	162	7,000	3,000
1860	14	3,950	152	8,600	13,600
1861	11	2,958	113	7,600	4,750
1862	4	1,082	40	1,850	2,500
1863	6	1,364	58	2,500	3,500

Foreign.—The following returns show the state of foreign shipping in general, in which are also comprised the different steamers calling at Rhodes, but as almost all the trade of this island (with the exception of the trade with the coast of Anatolia) is carried on by them, I consider it necessary to give besides separate returns for the steamers of each nation.

The following return shows the state of foreign shipping in general for the last five years:—

Years.	No. of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1859	580	146,131	13,108	137,780	97,476
1860	480	135,915	18,660	118,040	90,000
1861	473	137,977	11,552	159,610	197,727
1862	396	137,969	11,335	132,979	60,833
1863	509	145,760	12,806	149,500	73,500

The following returns (in the value of imports and exports, of which are also comprised the species imported and exported) show the state of steam navigation at Rhodes during the last five years:—

Years.	No. of Steamers.	Tonnage.	Imports.	Exports.
Austrian Lloyds' Steamers:—			£	£
1859..	45	21,036	52,917	14,703
1860..	54	23,155	40,860	30,170
1861..	51	22,497	69,744	25,267
1862..	48	25,997	81,688	38,620
1863..	58	26,414	100,970	24,490
French Messageries Imperiales:—				
1859..	51	36,675	76,600	72,626
1860..	48	39,538	37,000	36,000
1861..	50	44,280	25,840	35,500
1862..	52	47,780	40,700	26,000
1863..	52	47,630	68,140	22,880
Russian Steamers:—				
1859..	60	37,750	22,000	21,500
1860..	33	24,750	25,000	18,000
1861..	51	37,546	22,833	16,830
1862..	49	36,500	12,500	5,300
1863..	45	39,400	12,000	15,000
Ottoman Steamers:—				
1859..	47	20,800	9,967	3,000
1860..	42	20,000	12,000	5,000
1861..	31	10,990	1,236	1,020
1862..	17	8,760	800	500
1863..	19	9,500	2,000	600

The Ottoman steamers have continued to be very irregular in their voyages. No changes whatever have taken place in the lines of the other foreign steamers calling here.

Coasting.—As no steamers touch in any port on the coast of Anatolia, all the produce thereof brought to Rhodes for consumption or re-exportation, and all the articles of importation sent from Rhodes there, are conveyed in small sailing boats, which constitute the coasting shipping of Rhodes.

The following return shows the number of these crafts, their tonnage and crews, which have been employed in this trade during the last five years:—

Years.	Vessels.	Tonnage.	Crews.
1859	2,011	16,614	10,048
1860	2,448	18,400	14,100
1861	2,116	17,400	12,520
1862	2,162	33,208	9,149
1863	2,106	18,465	8,868

Sponge Fishing Boats.—The number of boats employed in the sponge trade which have called here, or fished in the neighbourhood of this island, during the last five years, is shown in the following return:—

Years.	Vessels.	Tonnage.	Crews.
1859	89	222	623
1860	67	400	459
1861	100	620	685
1862	69	380	490
1863	103	795	750

Harbours.—Without repeating here what has been so often stated with respect to the wretched condition of the harbours of Rhodes, I shall merely state that there is no prospect of any measure being adopted soon by the Ottoman Government for cleaning them out. Many alterations are required to render secure the Liman or large harbour, while the entrance to the Dersanah, or Arsenal, is so disposed that it could never be used for large vessels, without heavy expenses being incurred.

It is not perhaps unconnected with the subject to state that on the western side of the Molino, or Windmill Point, the basement of an ancient mole, beautifully built, and now covered with sand, seems to be in good preservation. The part visible was no doubt one of the sides forming the entrance to a harbour, which must have occupied the spot now covered by a marsh, and some of the surrounding ground. This harbour, if cleared, would alone offer many advantages which the two existing harbours do not present together. It would be very secure, spacious, easy to enter, and capable to admit sailing vessels and steamers of the largest size. As it is full of sand, the expense for digging it would not be so heavy as it might be thought at first, and the addition of this new harbour to those now in existence (if they were also cleared and repaired) would make of Rhodes, owing to its geographical position, a very important maritime place in all respects.

Lighthouses.—The lighthouse standing on St. Elmo's Fort having been destroyed by the earthquakes of April 1863, a company, of which a Frenchman, Mr. Michel, is the manager, rebuilt the tower in December last on the same spot which it occupied formerly, and erected on the Windmill Point a mast for the purpose of hoisting on it a light.

Lights.—Since the destruction of the lighthouse, a simple lantern was hoisted on a flagstaff, but the light exhibited was still weaker than the former. Now, fine lights have replaced it. On St. Elmo's Tower there is a white light, revolving every minute, and on the Windmill Point, a red stationary light. Both these lights have been put in active service on the 15th instant. The positions which they occupy respectively are as follows:—

Light on St. Elmo —Latitude 36° 26′ N. Longitude 28° 16′ 20″ E. Greenwich meridian; 25° 56′ 05″ E. Paris meridian. Elevation above the level of the sea 27½ yards. Range 14 miles.

Light on the Windmill Point.—Latitude 36° 27′ 15″ N. Longitude 28° 15′ 45″ E. Greenwich meridian; 25° 55′ 30″ E. Paris meridian. Elevation above the level of the sea 17½ yards. Range 4 miles.

Ship-building.—As a compensation for the disasters caused in April last by the earthquakes, the Porte has granted a few months ago the permission of ship-building at Rhodes, which had been prohibited for several years, but as yet no vessels have been put on the stocks. The permission of ship-building, besides being the means of furnishing employment to a large portion of the population of the town, who had been reduced to misery since its prohibition, will give, when vessels are built again, an impulsion to the languid trade of this island. It is to be hoped, therefore, that shipowners will avail themselves before long of the beneficial permission of the Porte. Formerly, besides large mercantile vessels, frigates for the Turkish navy were built here, but since the prohibition it was not allowed to build boats of a burthen exceeding 15 tons.

Trade and Commerce.

In examining the Tables of exports and imports, more commercial importance might be supposed to belong to the island of Rhodes than what it possesses in reality; but it must be observed that some of the principal

articles, although connected with the trade of this Vice-Consular district, are not, however, exported from this island. In fact, sponges, which alone represent about the three-fifths of the total amount exported, are nearly all sent direct from the small islands to Europe; and valonea, which (with the exception of about 150 tons, the produce of Rhodes and Nissiros), although connected with the trade of Rhodes, in so far that it is purchased by merchants residing here, is shipped on the coast of Anatolia.

Besides, several articles of exportation and importation are merely brought to Rhodes to be shipped for their respective places of destination.

Exports.—There has been a decrease on the amount of certain articles of export, such as bark, sesame seed, &c., while others, such as valonea, wheat, &c., have been exported to a larger amount. On the whole, however, the total value of the exports of 1863 can be considered to be about the same as that of the preceding year.

The following return gives the total amount of all articles exported during the last five years, and the different countries to which they were sent:—

Countries.	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
Great Britain ..	23,833	40,100	37,166	42,083	28,750
France	55,525	88,083	57,500	36,375	26,417
Greece	1,042	..	917	9,750	317
Austria ..	42,582	33,908	18,042	7,583	34,250
Egypt	2,542	350	1,252	3,250	2,750
Turkey	20,633	26,696	54,479	47,708	57,416
Italy	208	5,893	..	..	8,500
Russia	..	..	..	584	..
Total £	146,365	194,930	169,356	138,333	158,400

In the above Return are comprized all the articles included in the general Tables of exports, whether the produce of Rhodes, the Islands, Anatolia, or foreign countries.

In the market prices of exports, the produce of Rhodes, there is, with few exceptions, a rise on all articles as shown in the following Return for the year 1863:—

Names of Articles.	Turkish Weights & Measures.	Currency.	Sterling.	English Weights and Measures.
		Piastres.	*s.* *d.*	
Apricots (dried)	per Oke	7	1 2	per 2¾ lbs.
Bark	Cantar	13	2 2	cwt.
Cocoons	Oke	25	4 2	2¾ lbs.
Cotton (in pood)	„	4½	0 4	„
Figs	„	1½	0 3	„
Fresh Fruits and Vegetables	„	½ to 1	1*d.* to 2*d.*	„
Hides	each	2½ to 15	5*d.* to 2*s.* 6*d.*	each
Honey	Oke	5	0 10	2¾ lbs.
Madder roots	Cantar	265	44 2	cwt.
Onions	„	17½	2 11	„
Oranges and Lemons	1,000	100	16 8	1,000
Sesame seed	Kilo	48	8 0	Bushel
Silk, raw	Oke	300	50 0	2¾ lbs.
„ thrown	„	450	75 0	„
Silk-worm seed	„	400	66 8	„
Spirits	„	5	0 10	„
Valonea	Cantar	70	11 8	cwt.
Wax	Oke	26	4 4	2¾ lbs.
Wool	„	6½	1 1	„

Sponges.—As sponges form the principle article of exportation from this Vice-Consular district, and as a great portion of them is sent to Great Britain, I think necessary to enter in some details on their subject.

There are nearly as many different qualities of fine, common, and coarse sponges as there are spots of fishery. The sponges in this quarter are known in commerce by the names of the respective coasts where they dive for them.

I show in the following statement the spots where the inhabitants of the islands in the Ottoman Archipelago dive for sponges, the five categories in which these sponges can be divided, and the difference which exists between these categories:—

STATEMENT of the Spots where the Inhabitants of the Islands in the Ottoman Archipelago Dive for Sponges, the Five Categories in which these Sponges can be divided, and the Difference which exists between these Categories.

Places of Fishery.	Names of Sponges.	Categories. 1.	2.	3.	4.	5.	Observations.
Bengazi (comprising the Sponges fished in the Gulf of Sidra, Tripoli)	Fine ..	..	..	3	..	..	Few fine sponges are fished in this Gulf. They are dark coloured, and much hollowed in the centre. The common and coarse sponges, although of a rather darkish colour, are considered, in consequence of their nice forms, to be the best after the Mandruha.
	Common ..	..	2	..	..	..	
	Coarse ..	..	2	..	..	..	
Mandruha (comprising the Sponges fished between Egypt and Cape Ras Sem)	Fine ..	1	..	..	..	..	All the sponges from these coasts are of a beautiful colour, and mostly of nice forms.
	Common ..	1	..	..	..	..	
	Coarse ..	1	..	..	..	..	
Syria (comprising the Sponges fished from Egypt as far as Alexandretta)	Fine ..	1	2	..	..	..	The sponges fished between Tripoli and Alexandretta are inferior to those found between Tripoli and Egypt. The 3rd Category of fine sponges comprises also good sponges, but small.
	Common ..	..	2	3	..	..	
	Coarse ..	..	..	3	..	..	
Caramania (comprising the Sponges fished from Alexandretta as far as Castel Rosso)..	Fine ..	..	..	..	4	..	All the sponges from these coasts are considered to be of a very inferior quality, in consequence of their being reddish towards the root. It must be supposed that this colour is owing to the nature of the rock on which they grow.
	Common ..	..	..	3	..	..	
	Coarse ..	..	..	..	4	..	
Cyprus	Fine ..	..	2	3	..	..	The sponges fished on the north side of this island are comprised in the 2nd Categories, being superior in quality to those fished on the south coasts. The common sponges found in this last spot are considered as the worst of all sponges known, they being almost rotten. There are no coarse sponges on the coasts of this, nor on those of any other island.
	Common ..	..	2	..	..	5	

Statement, &c.—*(continued.)*

Places of Fishery.	Names of Sponges.	Categories. 1.	2.	3.	4.	5.	Observations.
Crete	Fine ..	..	2	3	..	..	The sponges fished on the south coasts of this island are, on the contrary, good, and those on the north bad. Those from the first spot are comprised in the 2nd Categories.
	Common ..	..	2	3	..	..	
Rhodes, Stampalia (Turkish Island), Fareglia, Levitha (Greek Islands), Amorgo, on the coast of Anatolia, near the Seven Capes ..	Fine ..	1	..	..	..	..	Although finer, perhaps, than those of Mandruha, they are, however, placed in the same category, as they contain less sponges of nice forms than them. Few of the common sponges have fine shapes; they are placed in the 2nd Category, and the remainder in the 4th.
	Common ..	..	2	..	4	..	
Other Turkish Islands in the Archipelago	Fine ..	..	2	3	..	..	Fine sponges, owing to more irregularity in their forms, are considered as inferior in quality to those fished in the preceding islands. Amongst the common there are more of nice forms than in the former.
	Common ..	..	2	3	..	..	
Greece	Fine ..	..	..	3	..	5	Of all sponges fished by the inhabitants of these islands, those from Greece in general are considered as the most inferior, in consequence of their very irregular forms. Those fished on the north coasts are the best. The 5th Category is the worst of all sponges known in these parts for shape and colour.
	Common ..	..	2	..	..	5	

It is by no means necessary to suppose that there are spots where nothing but good sponges are found. Even in the Mandruha sponges, which are considered to be the best, there are only about 30 per cent. of this description, while in those from the worst spots, such as Greece, there are sponges as good as at Mandruha, but no more than about 7 or 8 per cent.

The foregoing classification, therefore, is based on the proportion of good sponges, which are usually found amongst those coming from the above-mentioned places.

Merchants when they purchase sponges take into consideration the form, the size, the colour, the quantity of extraneous matters contained in them, such as stones, sand, or a kind of viscous white substance embodied in the sponges, and which comes out of it in proportion of their being more or less washed shortly after they have been fished. All these circumstances increase or decrease the mercantile value of nearly every fishing boat, and render this trade very difficult; more especially as, with the exception of the Mandruha and Bengazi, which are paid so much a piece, the other sponges are usually sold in a lump, for which a price is fixed upon between the sponge diver and the merchant.

Lately, however, as the divers experienced that it was not worth their while to introduce sand in the sponges with a view to make more profits, they begin to offer them for sale without sanding them, a circumstance which has induced merchants to purchase again sponges by weight.

The Bengazi and Mandruha sponges, however, are, and will always be sold at so much a-piece.

As a general rule the sponges, as classed above, are sent to the following countries :—

Large size sponges of 1st, 2nd, and 3rd categories to Great Britain.

Small size sponges of the same categories to France and Italy.

Sponges of 4th, 5th, and some of the three other categories to Austria.

I show in the following Table the respective cost per oke of the three different kinds of sponges, also of those sold per piece, which I have proportionately reduced in order to afford a criterion of the prices.

Names.	Fine.				Common.				Coarse.		
	Piastres.	£	s.	d.	Piastres.	£	s.	d.	Piastres.	s.	d.
Bengazi	230	1	8	4	150	1	5	0	40	6	8
Mandruha	320	2	3	4	130	1	1	8	70	11	8
Syria	320	2	3	4	76	0	12	8	25	4	2
Caramania	220	1	16	8	60	0	10	0	18	3	0
Cyprus	220	1	16	8	60	0	10	0	..	..	
Crete	300	2	10	0	75	0	12	6	..	..	
Rhodes	350	2	18	4	60	0	10	0	..	..	
Other Turkish Islands ..	220	1	16	8	60	0	10	0	..	..	
Greece	180	1	10	0	60	0	10	0	..	..	

The average prices do not always agree with the classification made above, to which different circumstances concur, such as greater demand on one quality, unsuccessful fishery in a particular spot, and many other causes which it would be useless to enumerate. In 1863, for instance, the common sponges from Bengazi, although inferior in quality to those from Mandruha, were sold 20 piastres more per oke. This circumstance is owing to the Bengazi sponges having been purchased immediately after some common sponges had been sold at Trieste and Marseilles at high prices, which had induced merchants to believe that there was in Europe a great rise on the article, which, however, was not

the case. Good common sponges fetched in general, in 1863, twenty per cent. more than in the preceding year, but inferior qualities have been paid ten per cent. less. On fine sponges there has been no difference of note between the prices of the two last years, while a rise of twenty-five per cent. has taken place on coarse sponges.

It is to be regretted that British sponge merchants continue to procure their sponges through second or third hands, instead of sending, as several French mercantile houses do since some years, agents here who purchase the sponges direct from the divers at much more convenient prices than they used to get them formerly through Smyrna merchants.

The following Table shows the number of boats from each island employed this year in the sponge fishery, the respective places where their crews dived, and the sums in round numbers derived therefrom by each island, and from each fishing spot.

TABLE showing the Number of Boats from each Island employed in the Sponge Fishery during the Year 1863.

Names of Fishing Spots.	Syria.		Calymnos and Leros.		Halki.		Castel Rosso.		Stampatia and Telos.		Total.	
	Number of Boats.	Sums Divided.	Number of Boats.	Sums Divided.	Number of Boats.	Sums Divided.	Number of Boats.	Sums Divided.	Number of Boats.	Sums Divided.	Number of Boats.	Sums Divided.
		Piastres.		Piastres.		Piastres.		Piastres.		Piastres.		Piastres.
Bengazi	40	1,050,000	22	340,000	3	50,000	..	..	..	..	65	1,440,000
Mandruba ..	60	1,450,000	43	560,000	4	100,000	..	..	..	..	107	2,110,000
Syria	10	180,000	10	250,000	..	..	..	..	..	..	20	430,000
Caramania ..	50	600,000	30	350,000	..	..	30	550,000	..	..	110	1,500,000
Cyprus	..	..	20	500,000	..	..	..	..	..	..	20	500,000
Crete	..	..	..	..	45	800,000	..	..	..	..	45	800,000
Turkish Islands ..	50	800,000	70	900,000	5	50,000	..	..	15	200,000	140	1,950,000
Greece	..	..	100	1,400,000	..	..	..	..	..	..	100	1,400,000
Totals ..	210	4,080,000	295	4,300,000	57	1,000,000	30	550,000	15	200,000	607	10,130,000

Imports.

There is an increase of about 15,000*l.* on the total amount of articles imported in 1863, compared to that of the preceding year. This increase bears in general on colonials and manufactured cotton.

The following Table shows the average market prices of all articles imported for local consumption and re-exportation during the year 1863:—

Names of Articles.	Foreign Weights and Measures.	Piastres.	Sterling.	English Weights & Measures.
			s. *d.*	
Barley	per Kilo	10	1 4	per Bushel
Butter	Oke	16	2 8	2¾ lbs.
Caps	Each	12	2 0	Each
Chain Cables	Cantar	200	33 4	Cwt.
Charcoal	,,	16	2 8	,,
Cheese	Oke	8	1 4	2¾ lbs.
Cinnamon	,,	30	5 0	,,
Cloths	Pick	25 to 55	4*s.* 2*d.* to 9*s.* 2*d.*	¾ yard
Cloves	Oke	8	1 4	2¾ lbs.
Coals	Ton	270	45 0	Ton
Cochineal	Oke	100	16 10	2¾ lbs.
Coffee	,,	14	2 4	,,
Copper, manufactured	,,	36	6 0	,,
Dye wood	,,	6	1 0	,,
Fire wood	Cantar	4	0 8	Cwt.
Glass	Each	1 to 5	2*d.* to 10*d.*	Each
Grey goods	Pick	1½ to 3½	3*d.* to 7*d.*	¾ yard
Indigo	Oke	150	25 0	2¾ lbs.
Iron, English	Cantar	65	10 10	Cwt.
,, Swedish	,,	140	23 4	,,
Leather from France	Oke	26	4 4	2¾ lbs.
,, ,, Syria	,,	20	3 4	,,
,, ,, Scio	,,	20	3 4	,,
Linen	,,	4	0 8	,,
Madapolams	Pick	2 to 3	4*d.* to 6*d.*	¾ yard
Muslin	Piece	25 to 30	4*s.* 2*d.* to 5*s.*	Piece
Paper	Ream	15 to 35	2*s.* 6*d.* to 5*s.* 10*d.*	Ream
Pepper	Oke	6½	1 1	2¾ lbs.
Pewter	,,	30	5 0	,,
Pitch	Cantar	60	10 0	Cwt.
Planks	Each	1½ to 7	3*d.* to 1*s.* 2*d.*	Each
Printed Calicoes	Pick	2 to 4	4*d.* to 8*d.*	¾ yard
Pulse (Beans, Lentils, &c.)	Oke	1½ to 2	3*d.* to 4*d.*	2¾ lbs.
Rice	,,	3½	0 6½	,,
Rope, tarred	,,	7½	1 3	,,
,, untarred	,,	7	1 2	,,
Rum	,,	8	1 4	,,
Sail Cloth	Pick	3½ to 7	7*d.* to 1*s.* 2*d.*	¾ yard
Salt Fish	Oke	4 to 10	8*d.* to 1*s.* 8*d.*	2¾ lbs.
Small Shot	,,	4	0 8	,,
Soap	,,	6	1 0	,,
Spirits	,,	5	0 10	,,
Sugar	,,	5½	0 11	,,
Sulphur	,,	2	0 4	,,
Storax Oil	,,	3½	0 7	,,
Tin	Case	180	30 0	Case
Tobacco	Oke	15 to 20	2*s.* 6*d.* to 3*s.* 4*d.*	2¾ lbs.
Twisted Cotton	,,	40 to 50	6*s.* 8*d.* to 8*s.* 4*d.*	,,
Wheat	Kilo	25	4 2	Bushel
Wine	Oke	2½	0 5	2¾ lbs.
Woollen, manufactured	Pick	3 to 6	6*d.* to 2*s.* 6*d.*	¾ yard

The following Return shows the value of the articles imported from each country during the last five years:—

Countries.	1859.	1860.	1861.	1862.	1863.
	£	£	£	£	£
Great Britain	5,450	6,333	3,350	1,850	2,833
France..	5,117	3,625	6,042	6,425	13,492
Greece.. .. .	2,300	1,500	2,417	1,350	3,417
Austria	..	333	667	..	..
Egypt	5,025	4,575	5,716	6,683	6,433
Turkey	102,531	77,847	116,233	116,979	122,942
Italy	1,766	..	..	667	1,767
Ionian Islands ..	..	..	..	..	..
Russia	..	..	..	875	983
Total .. £	122,189	94,213	134,425	134,853	151,867

It must be remarked, that although the amount of articles directly imported from Great Britain is very small, on an average, however, one-third of the total value of the articles imported yearly is British produce, brought here from foreign countries.

Domestic trade has been duller than ever in consequence of the disasters caused by the earthquakes of April last, which obliged the inhabitants of the island to leave off their respective trades or employments for several weeks. Towards the end of the year, however, it has increased, owing to the numerous funds collected by private subscription for the relief of the sufferers from this calamity, who were thus enabled to procure the necessaries of life amongst the relief funds sent. I must cite a sum of 460*l.* raised in London by the care of Mr. G. E. Scaramango, of that city.

The following list shows the average market prices of provisions for local consumption, the produce of Rhodes during the year 1863.

Names of Articles.	Turkish Weights and Measures.	Piastres.	Sterling.	English Weights & Measures.
			s. *d.*	
Barley	per Kilo	10	1 8	per Bushel
Beef....	Oke	3½	0 7	2¾ lbs.
Biscuit..	Cantar	75	11 6	Cwt.
Bread	Oke	1	0 2	2¾ lbs.
Cheese..	„	7	1 2	„
Ducks	Each	8	1 4	Each
Eggs....	Dozen	3	0 6	Dozen
Flour	Oke	2	0 4	2¾ lbs.
Fowls	Each	6	1 0	Each
Fresh Fruit	Oke	1	0 2	2¾ lbs.
Fuel.. { Firewood	Cantar	5	0 10	Cwt.
Fuel.. { Charcoal	„	13	2 2	„
Geese	Each	30	5 0	Each
Honey	Oke	5	0 10	2¾ lbs.
Lard	„	6	1 0	„
Milk	„	2½	0 5	„
Mutton	„	5	0 10	„
Olive Oil	„	7	1 2	„
Pork	„	4	0 8	„
Raki (Spirits)	„	5	0 10	„
Turkeys	Each	50	8 4	Each
Vegetables, fresh	Oke	½ to 1	1*d.* to 2*d.*	2¾ lbs.
Wheat	Kilo	23	3 10	Bushel
Wine	Oke	2½	0 5	2¾ lbs.
Dried Fruit	„	2 to 4	4*d.* to 8*d.*	„
Fresh fish	„	6	1 0	„

Currency and Exchange.—The value of the Turkish lira, which had been reduced in 1862 from 110 piastres to 100 piastres, and had affected in proportion the value of the other coins in circulation, is still valued at this low rate.

Commercial affairs, however, are often transacted at the old rate of 110 piastres.

The equivalent of English weights and measures as used here for commercial purposes is as follows:—

1 Oke	=	.. 2¾ lbs.
1 Cantar	=	.. 1 cwt.
18¼ Cantars ..	=	.. 1 Ton Coals.
1 Killo	=	.. 1 Bushel
44 Killos Grain ..	=	.. 1 Ton
1 Pick	=	.. ¾ Yard

Agriculture.—I give in the following Return the nature and the quantity in round numbers of the agricultural produce of Rhodes for the year 1863:—

Names of Articles.	Turkish Weights and Measures.	Quantities.	English Weights and Measures.	Quantities.
Barley	Kilos	60,000	Bushels	60,000
Bark	Cantars	2,000	Cwts.	2,000
Caroubs	„	1,000	„	1,000
Cheese	Okes	30,000	lbs.	82,500
Cocoons	„	7,000	„	19,250
Cotton	„	60,000	„	165,000
Dried Vegetables and Vetches	Kilos	150,000	Bushels	150,000
Dried Fruit	Okes	50,000	lbs.	137,500
Fresh Fruit	„	1,500,000	„	4,125,000
Fresh Vegetables	„	1,500,000	„	4,125,000
Galls	„	100	„	275
Honey	„	40,000	„	110,000
Madder Roots	„	1,000	„	2,750
Onions	Cantars	20,000	Cwt.	20,000
Olive Oil	Okes	50,000	lbs.	137,500
Oranges and Lemons	Pieces	200,000	Pieces	200,000
Spirits	Okes	100,000	lbs.	275,000
Sesame Seed	Kilos	500	Bushels	500
Tobacco	Okes	50,000	lbs.	137,500
Valonea	Cantars	800	Cwt.	800
Wax	Okes	1,500	lbs.	4,125
Wheat	Kilos	250,000	Bushels	250,000
Wine	„	200,000	lbs.	550,000
Wool	„	5,000	„	13,750

The yield of cocoons has been inferior to that of the preceding years in consequence of a disease common in other places, but of which Rhodes had been almost exempt, having destroyed in 1863 the greater part of the silkworms. Foreign seed having been introduced, it is to be hoped that a good yield will be obtained in 1864.

In consequence of the high prices obtained for cotton, peasants have been induced to extend their plantations. Formerly cotton was imported from Cyprus and Tarsous, while in 1863 about 50,000 lbs. of cotton in pod have been sent to Smyrna. The amount exported is very small, but it shows the great increase which has already taken place in the plantation of this article. In 1858 the Manchester Cotton Supply Association had sent here a large quantity of New Orleans cotton seed, which was distributed in this island by Her Majesty's Consulate, and succeeded admirably in the places sheltered from the strong winds which often blow here. The Turkish Government has offered lately to furnish Egyptian cotton seed to

peasants at the rate of four piastres per kilo, but they all refused to take any.

The yield of olives in 1863 has been very scanty. Olive plantations, which usually produce 700 or 800 okes, have yielded only 50 or 60. As there is usually a good year after a very bad one, it is expected that the next crop will be very abundant.

No remedy having yet been found for the blight which last year attacked lemon and orange trees, nearly all the produce has been destroyed. These fruits have been exported in 1863 for only 250*l.*, while formerly they reached on an average 1,500*l.* a-year.

Population and Industries.—No census has ever been taken of the population of Rhodes, but from the most correct information obtained, it can hardly amount to 29,000 souls, of which about—500 Europeans, 6,500 Mussulmans, 20,000 Greeks, and 2,000 Jews.

Emigration had taken such proportions that the Porte, fearing to see the island entirely depopulated of its youngest inhabitants, has lately issued orders preventing the natives of Rhodes to leave the island.

There are no industrial establishments on the island worth noticing.

The inhabitants of the villages are all addicted to agriculture, while those of the town and suburbs exercise various trades, such as shoemakers, shopkeepers, blacksmiths, &c., &c.

The inhabitants of the town and suburbs, when they manage to gain a little money, lend it to the peasants, from whom they exact very heavy interest amounting to from thirty to fifty per cent. a-year. The peasants, paying so high a rate of interest, are unable to return the money borrowed, which thus constitutes a yearly income to the inhabitants of the town and suburbs, on which several of them mostly live.

Public Works.—There are no public works of any kind executed at Rhodes.

The Grand Master's palace, which was mentioned in the Report of 1862 as having been repaired and converted into a prison, has been so much damaged by the earthquakes of 1863 that the Porte has been obliged to send to other places the greater number of the 150 prisoners who were detained here.

The water-courses and fountains are in the same state of disorder pointed out in the Report of 1862.

General Remarks.—The damages caused by the earthquakes of 1863 are valued to amount to about 150,000*l.* It is a severe blow from which Rhodes will never recover, unless efficiently assisted by Government. It is true that the Sultan sent at once 500,000 piastres to relieve the sufferers from the calamity, that His Imperial Majesty granted some boons, such as exempting the whole island for one year from the verghi or tax on property, the permission of ship-building, the promise to clear the harbours; but ship-building is subject to the condition of navigating the vessels under the Turkish flag, a restriction which almost annuls the permission granted, while the cleaning out of the harbours will be executed with the same dredging machine which is now at work at Scio, a circumstance which may retard for a very long time, and perhaps render entirely impossible the carrying out of this promise.

It is necessary, therefore, if the miserable condition of Rhodes excites at all the interest of the Turkish Government, that more efficient measures should be adopted for promoting its welfare.

Small Islands.—No changes of mark have taken place in the small islands under the jurisdiction of this Vice-Consulate.

Rhodes, January 31, 1864.

THESSALY.

Report by Mr. Vice-Consul Suter on the Trade of Thessaly for the Year 1863.

Shipping and Navigation.—The Returns of shipping in the port of Volo during the year from November 1862 to November 1863, give the following totals, viz. :

ENTERED.

Flag.	Vessels.	Crew.	Tonnage.
British and Ionian.. ..	6	41	522
Ottoman	132	757	5,204
Hellenic	262	3,261	33,379
Austrian	26	973	13,527
Italian	22	198	3,192
French	21	720	9,822
Samian	2	14	207
Total	471	5,964	65,853

CLEARED.

Flag.	Vessels.	Crew.	Tonnage.
British and Ionian.. ..	2	9	33
Ottoman	150	880	5,847
Hellenic	149	972	6,338
Austrian	26	973	13,527
Italian	24	211	3,370
French	20	699	9,147
Samian	3	23	395
Total	374	3,767	38,657

In these items are included all merchant steam-ships, but not Turkish and foreign vessels of war which were detached from the squadrons stationed at the Piræus of Athens, on cruises of observation, and for the protection of trade against the chance of piracy in these waters.

The Austrian Lloyd's steamers, and those of the Hellenic Government Company, have followed with uninterrupted regularity their bi-monthly service between this port and the Greek line and Constantinople, and, contrary to general expectation, the competition referred to in my last Report as commenced between the French Companies of "Buzin" and the "Messageries Imperiales," in order to secure the direct carrying trade of exports from the ports of European Turkey to Marseilles, has been actively maintained, with a prospect of that line of communication being continued; but the one so often pointed out as desirable between this port and Smyrna has not yet been taken up.

Trade and Commerce.—In the general activity announced in the last half-yearly report as having prevailed in all branches of trade, that in imports has partaken its full share throughout the present year.

The value of imports is estimated as not having exceeded the amount of those of last year, viz., 100,000*l.*; but there has been a brisker demand and ready sale for all current articles, at increased prices for some of those of most general consumption.

The average rates of principal imports have been—

	Piastres.	£ s. d.
British Bar Iron .. .. per kantar	75	= 12 8 0 per ton
„ Sheet Iron .. .. „	130	21 10 0 „
Coffee .. .. per oke	13½	4 18 2 per cwt.
Refined Sugar .. .. „	6½	2 7 3 „
Tin Bars .. .. .. per kantar	720	6 2 0 „
Tin Plates .. .. .. per box	200	1 16 4
Pepper } Cassia } .. .. .. per oke	9	3 5 6 per cwt.
Cloves .. .. „	10	3 13 0 „
Russian Bar Iron .. .. per kantar	105	17 11 6 per ton
Cotton Twist:		
No. 16–24 Water .. .. per oke	40	per lb.
„ Extra .. .. „	45	„
Italian Rice .. .. .. „	2½	0 18 9 per cwt.

And a steady demand also has not been wanting for all British and foreign cotton goods suitable to the country, at advanced rates proportionate to the rise in the raw material.

The plentiful harvests in most parts of Europe obviated any demand in this direction from that quarter for grain; but all other local products for export enjoyed favour, and the following average selling rates are represented as having been remunerative:

	Piastres.	£ s. d.
Wheat .. .. per kilo	20	= 1 11 10 per quarter
Barley .. .. „	8	0 12 9 „
Rye .. .. „	10	0 15 11 „
Indian Corn .. „	11	0 17 6 „
Sesame Seed .. „	50	3 19 7 „
Sheeps' Wool .. per oke	6	0 0 4¾ per lb.
Silk .. .. .. „	250	0 15 11 „
Silk cocoons .. „	70	0 4 5 „
Silkworm Eggs .. „	700	2 4 7 „
Tobacco .. .. „	5	0 0 4½ „
Olive Oil .. .. „	6	0 2 9 per gallon
Raw Cotton .. „	24	0 1 7 per lb.

I repeat the comparison of the Turkish with English weights, measures, and monies as being:

400 drams =	1 oke
140 „	1 lb. English
8 okes	1 kantar
44 kilos	1 imperial quarter
100 piastres	1 gold Medjidyeh, or Turkish sovereign
110 „	£1 sterling.

The working of the new Treaty of Commerce continues to be a subject of great complaint, in so far as regards its administrative details, which no longer afford facilities formerly enjoyed, and expose the mercantile community to needless and vexatious inconvenience.

It was understood that the Porte had determined on abolishing the obnoxious system of the "Kárà-Goumrook;" but it remains in full operation—in farmer's hands, too—in this province, and opposes a serious bar to development of the internal trade.

Agriculture.—The last half-yearly Report stated that the harvest would be of good quality and abundant; and the undernoted comparison of principal cereal products of the past and during the present year, will show that its results were satisfactory:

	Produce of 1863.		Produce of 1862.	
	Kilos.	Imp. qrs.	Kilos.	Imp. qrs.
Wheat	2,500,000 =	285,700	1,750,000 =	200,000
Barley	700,000	80,033	600,000	68,600
Rye..	150,000	17,150	100,000	11,433

The same cannot be said of the chief autumnal products, viz.:

	Produce of 1863.		Produce of 1862.	
	Kilos.	Imp. qrs.	Kilos.	Imp. qrs.
Indian Corn ..	400,000 =	45,715	400,000 =	45,715
Sesame Seed ..	30,000	3,429	50,000	5,745
	Okes.	lbs.	Okes.	lbs.
Raw Cotton.. ..	150,00	412,500	150,000	412,500
Tobacco	650,000	1,787,500	700,000	2,100,000
		Galls.		Galls.
Olive Oil	1,000,000	400,000	2,500,000	1,000,000

the crops of all which suffered, in some districts from attacks of locusts, and everywhere from a drought, which was uninterrupted by any fall of rain between the end of last June and the early part of this month. The failure of efforts at increase and improvement of cotton production are attributable to those causes; nevertheless, I am able to state that this disappointment has not involved discouragement, and to add, with confidence, that cotton produce will continue to command the serious attention of agriculturists in Thessaly.

A disease among the flocks and herds reduced the yield of:

	Produce of 1863.		Produce of 1862.	
	Okes.	lbs.	Okes.	lbs.
Sheep's Wool ..	400,000 =	1,100,000	500,000 =	1,375,000

An increase is apparent in:

Silk	500 =	1,375	400 =	1,100
Silk Cocoons ..	110,000	302,500	100,000	275,000

The vintage was unprecedently abundant, and the excellent wine, from grapes grown on the slopes of the Pindus range, is now selling in Agrapha at 30 paras per oke=4*d.* per gallon.

The crops of fruit have been plentiful, but not of fine quality, and the produce of olives, which promised abundance, failed in quantity, owing to the protracted drought.

Population and Industries.—A rumour prevailed some months ago that arrangements were in contemplation in England or at Constantinople for resuming work at the establishment of the argentiferous lead mines at Zaghorah, on Mount Pelion, but it has not been realized, and the valuable property there, which cost so large an amount of capital, and of British enterprise, to render available, bids fair to become worthless, owing to the total neglect which it has been allowed to fall into.

The French artizan from Lyons conducting the silk factory at Lihonia, near Volo, has withdrawn from its management, and is about to form a rival establishment of the same kind in that village on his own account, a fact which evinces sufficiently that there is remunerative encouragement for these undertakings.

Some patent double-action cotton gins, with driving wheels rendering them applicable to water or horse-power motive, which were sent out to Volo by the Turkish Ambassador from London, have been set up at

Armyró. Their working has not been satisfactory, and without more practical proof of their capacity and economy, it will not be easy to persuade untutored prejudice of the superiority of this machinery over the tedious native process in cotton cleaning.

Public Works.—I have reported in another place the completion, a few weeks ago, of the telegraph lines between Salonica, Larissa, Yannina, and Volo. These now are in perfect working order, admitting even of the transmission of messages between either place and London; and the best proof of their advantages being adequately appreciated is, that they are availed of eagerly by all classes, and that the numerous staff employed at the offices at Larissa and Volo has more than enough to do in meeting the demands upon it. The connecting of the Thessaly line from Volo with that through Greece from Lamia, is now in progress; but there are doubts of its being completed during the present winter.

There is reason to believe at present that a probability exists of the formation of a line of railway in Thessaly, which, in the first instance, could extend from Volo to the inland towns of Larissa and Tricula, and which, subsequently, by taking in also those of Carditza and Pharsala, might insure the transit to the coast of the vast, varied, and valuable products of the plains of those rich portions of this fertile province. The advantages, political, commercial, and financial, to the Turkish Government, no less than the benefits to the general welfare and prosperity of this country, which would result from such an undertaking, are too obvious to require being pointed out here. It may be hoped, therefore, that the Turkish Government will see the expediency of granting every encouragement and facility towards its taking early effect.

The removal of the prohibition to build at Volo is being availed of in the gradual construction of new dwellings and warehouses in this town, the enlargement of which will keep pace with the increasing importance and prosperity which its commerce annually is acquiring.

The order for the formation at Volo of a Tidjaret Medjliss, or commercial tribunal, was received here two months ago; but the authorities, to whom that institution is obnoxious, have sought to evade or to invalidate its execution, and hereafter it will be my duty to represent the circumstances under which local interests have been set to work, in this instance by the Porte's officers, to frustrate and nullify its arrangements for the public good.

General Remarks.

While brigandage was again rife during the spring and summer, and had its usual depressing influence upon the trade, the protracted drought, which injured the pastures, increased a murrain among cattle, and disease in sheep, moreover retarded tillage so much that the present agricultural prospects are anything but cheering for the coming new year.

It was hoped that the capture and execution of the robber chief Semo, followed by the breaking up and dispersion of his band, so long the terror of this country, would have tended to diminish brigandage; but such has not been the result. During the past autumn other gangs have sprung up in various directions, which continue to keep alive general disquietude and alarm, and it seems hopeless to expect a remedy for this radical evil in Thessaly, unless special and stringent measures are adopted by the Porte with that view.

On this point, no less than as regards modification of the taxes and the tithe system, the abolition of the vexatious "Kárá-Goomrook," the redress of particular grievances or abuses, and some general local administrative improvement, great expectations were entertained from the visit of the

Moofettish, Soubhi Bey, the Imperial Ottoman Commissioner, charged with a mission of inspection in the western portion of European Turkey. Those expectations, however, were disappointed. His Excellency made a stay of only four days at Larissa, and remained but forty-eight hours at Volo, during which brief periods, notwithstanding much diligence sued at both places, it is impossible that he can have acquired at either any adequate knowledge of desirable changes and improvements which a development of the resources of this important and interesting province of the empire may reasonably demand.

Volo, December 9, 1863.

UNITED STATES.

BOSTON.

Report by Mr. Consul Lousada on the Trade of Boston for the Year 1863.

The year 1863 has been marked by great activity in all kinds of home manufactures, especially such as are needed by the army and navy. The imports have been large, and the exports comparatively small, leaving a large balance of trade against New England, which, having to be paid in gold and exchange, has sent up the former to about $150, and the latter $160 per cent. (since risen to $170 and $175 per cent.) The lavish expenditure of the Government has kept everybody employed and seemingly prosperous, whilst the success of the financial management at Washington is shown, it is said, by the rapid absorption of the 5-20 loan in exchange for greenbacks at par; although in reality the security being the same and not susceptible of change into corn, the only idea elicited is, that persons prefer an interest bearing to a dormant paper. The actual state of the debt and the amount of daily expenditure must have a great bearing on future commercial operations, and I therefore here insert in connection with present prices, and as an interesting statistic, the present official return of the United States public debt.

	$	cts.
Immediate Liabilities	53,217,203	68
Old Public Debt..	67,221,591	80
Three Year Bonds	139,536,450	00
Two Year 6 per Cent. Bonds ..	82,600,000	00
United States Notes	450,785,004	60
Fractional Currency	18,246,290	15
Twenty-Year Bonds	50,000,000	00
Treasury Note Loan	50,000,000	00
Oregon War Debt	1,016,000	00
5 per Cent. Treasury Notes	2,074,445	61
Certificate of Indebtedness	137,980,950	00
5-20 Bonds	503,005,178	51
Total	1,555,683,114	35
Less Amount in Treasury ..	4,033,064	69
Total Debt	$1,551,650,049	66

	$
The Debt on the 30th June was	1,098,793,181
The Debt on the 2nd February, 1864, was ..	1,469,192,649
Increase in 215 days	370,399,468

equal per day to $1,720,000, which must be deemed the daily expenses of the Government. The debt June 30th, 1864, should be upon this basis.

	$
Present Debt*	1,469,192,649
Add for 150 days..	197,800,000
Probable Debt	1,666,992,449

The great drain on the male population for recruitment has enhanced wages and augmented greatly the price of the necessaries of life, and indeed of everything. Wages of labour have risen from $15 to $40 and $45 per month in the agricultural districts. Many vessels

* Since much increased by extraordinary credits granted by Congress.

have been sold to go under the British flag at remunerative prices to their owners, and the number of foreign arrivals have been diminished.

My last Report was so full, and there has been so little change, that I shall in this confine myself to noting the principal articles of commerce in which British manufacturers are interested.

Ashes.—The highest and lowest prices have been as follows:—

	Pots.	Pearls.
	cts. cts.	cts. cts.
1863	6¾ to 9	8 to 9¾
1862	5¾ 8⅞	5¾ 9
1861	5 5⅞	5 6

The arrivals have been as follows:—

	Casks.
1863	4,097
1862	3,393
1861	2,285

Coals.—The present year has been quite a marked one in the coal trade. Prices high throughout the year, and have gone up beyond all precedent. The increased activity in manufactures, in which coal is largely consumed, the large amount used by the steam fleet and for domestic purposes has evidently kept the demand fully equal to the supply, and the mining companies have had in consequence complete control of the market throughout the year, prices generally ruling higher at places of production than the current rates here. The imports of the year show a large increase of both foreign and domestic amounting to 23,160 tons of the former, and 112,341 tons of the latter over the receipts of last year. The highest and lowest prices have been as follows:

	Anthracite. Per Ton.	Sydney and Breton. Per Ton.
	$ cts. $ cts.	$ cts. $ cts.
1863.. ..	9 00 to 12 00	6 00 to 8 00
1862.. ..	5 00 9 00	4 50 8 00
1861.. ..	5 00 6 50	4 00 6 00

The imports of foreign and domestic coal of this port have been as follows:—

	Foreign.	Domestic.
	Tons.	Tons.
From Great Britain	28,141	..
Provinces	152,304	..
Philadelphia	..	339,309
Alexandria	..	644
Baltimore	..	71,998
Other places	..	177,970
Total 1863	180,445	589,921
„ 1862	157,285	477,580
„ 1861	130,687	508,815

Coffee.—The receipts of coffee have been light, showing a falling off of 14,498 bags from the same receipts of 1862. Prices have been throughout the year steadily tending upwards, and low price substitutes are now very generally used.

The highest and lowest prices have been as follows:—

	St. Domingo and Cape.	Java.
	cts. cts.	cts. cts.
1863	23½ to 32½	33 to 39½
1862	18¾ 29	24 25
1861	11 19	16 24

Stock on hand January 1st, 1864 :—

	Bags.	Pockets.
1863	390	2,500
1862	2,380	5,100

The imports, calling two pockets of Java equal to one bag, have been as follows :—

	1863.	1862.	1861.
	Bags.	Bags.	Bags.
East Indies ..	4,669	7,580	19,549
Hayti	19,057	28,806	28,400
Rio Janeiro ..	..	4,921	12,388
Manilla	4	..	36
Other Foreign Ports	1,225	3,167	2,037
Coastwise	10,110	5,089	7,623
Total ..	35,065	49,563	70,033

	Bags.
Imported in 1860	75,262
„ 1859	124,005
„ 1858	145,440

Cotton—The receipts of cotton show an increase of 19,737 bales over last year; but supplies have come forward very sparingly, and the army movements at the south and south-west have as yet failed to liberate any considerable quantity. Prices have been fluctuating from day to day, ruling at times 25 cents per lb. higher than the extreme figures of 1862, and have touched a point beyond all anticipation. Stocks in the hands of manufacturers have been pretty much used up, with no prospect of any mutual increase at present. The highest and lowest prices obtained during the year have been as follows :—

	Bales.
1863	63,230
1862	43,493
1861	191,777

Fish.—The past year has been a very successful one. The fishermen, generally speaking, have not only obtained good "fairs,"* but high prices. Mackerel have been quite uniform in quality.

	No. 1.	No. 2.	No. 3.
	$ cts. $ cts.	$ cts. $ cts.	$ cts. $ cts.
1863 ..	10 00 to 15 00	7 00 to 10 00	4 75 to 8 50
1862 ..	7 00 15 00	5 50 8 50	3 25 6 00
1861 ..	6 50 15 00	3 75 10 00	3 00 8 00

* "Fairs" is the technical term here for a "catch of fish."

Codfish have touched extraordinary high figures, prices ruling for some months past nearly double the usual average. This was in consequence of the small catch, and the light stocks in the market. The arrival of English and French codfish have also been light, and in some instances sales of Newfoundland have been made as high as $8 per quintal. The highest and lowest have been as follows:—

	Medium and Large.		Small.	
	$ cts.	$ cts.	$ cts.	$ cts.
1863	4 60 to	6 75	3 00 to	5 75
1862	2 75	4 50	2 50	3 50
1861	2 00	4 00	1 25	2 50

The imports of mackerel from the provinces have been as follows:—

	Barrels.
1863	31,110
1862	20,120

The imports of other kinds of fish from the provinces have been as follows:—

	1863.	1862.	1861.
Codfish .. .. quintals	25,583	31,039	14,467
„ .. .. casks	..	284	..
„ .. .. drums	..	420	506
„ .. .. barrels	226	..	861
Salmon .. .. tierces	1,987	887	167
„ .. .. barrels	1,679	1,289	986
„ .. .. boxes	328	629	505
Herrings .. barrels	36,428	41,593	49,259
„ .. .. boxes	25,761	19,902	12,800
Alewives .. barrels	1,300	9,442	5,625
Halibut .. .. „	37	..	..
Pollock .. .. quintals	1,055	2,176	1,671
Hake .. .. „	1,779	300	3,295
Haddock .. „	27	200	75
Shad .. .. barrels	1,200	584	871
Trout .. .. „	123	323	415
Fish .. .. quintals	15,368	4,319	3,191
„ .. .. boxes	498	..	..
„ .. .. barrels	3,861	2,794	1,717
Bass .. .. „	..	..	33

The export of fish have been as follows:—

	1863.	1862.	1861.
Codfish .. .. drums	10,351	9,811	8,096
„ .. .. boxes	8,605	8,041	6,213
„ .. .. quintals	27,071	52,255	70,633
Mackerel .. barrels	59,166	47,155	48,161
Herrings .. boxes	131,894	133,912	128,670
„ .. .. barrels	15,995	16,331	26,116
Alewives .. „	12,342	14,377	14,286
Haddock .. quintals	1,740	3,059	960
„ .. drums	2,104	1,961	887
Hake .. .. quintals	4,175	4,508	1,861
„ .. .. drums	6,838	7,295	6,603
Fish .. .. barrels	28,609	50,705	47,560
„ .. .. quintals	4,743	5,905	1,293
„ .. .. drums	1,017	377	878

Whale Fishery.—The past year, like its predecessors, has witnessed a large decrease in the number of vessels engaged in the business, and the fleet is now reduced to a number which, if present prices continue, can be made a profitable business. The import of sperm oil in 1863 exceeds that of 1862, 9,414 barrels, while that of whale falls short 37,504 barrels, and of whalebone 274,750 lbs. The exports of 1863 fell short of 1862 in sperm oil, 9,610 barrels; whale oil, 57,286 barrels; whalebone, 725,587 lbs.

The whole number of vessels employed in the business on the 31st December, 1863, was 304, and of tonnage 88,785, showing a decrease of 49 vessels and 14,361 tons since 31st December, 1862. The average price of sperm oil for 1863 was $161 per gallon; whale oil, $95¼ per gallon; whalebone, northern, $162, and southern, $144⅓ per lb.; against $141⅛ for sperm; $59½ for whale; 88 cents for northern; and 76 cents for southern bone in 1862. The total amount of imports of oil for 1863 is 65,055 barrels sperm; 62,974 barrels whale; and 488,750 lbs. bone. Total number of vessels employed in the whale fishery, December 31st, 258 ships and barques, 5 brigs, and 41 schooners; aggregate tonnage, 88,785.

Flour.—There has been nothing very marked in the flour trade the past year. Prices comparatively higher than any previous year since 1856; but, considering the depreciated currency and the high cost of all other leading staples, this article has been sold at reasonable figures, with good crops abroad and a very fair one here, prices are as high as they are likely to be for the present, unless the quantity to be taken for export turns out larger than is now anticipated. The stocks on the seaboard are not large for the season, perhaps not an average of the past few years, on account of the high rates of freights for some months past, and the difficulty of forwarding supplies by railroad or other conveyance from the west, all the avenues of trade having been blocked up with goods, and to this fact holders are indebted for the extreme prices obtained since October. The opening, in January last, were from $6 to $6 25 cts. for western superfine; $6 50 cts. to $6 62½ cts.; for common extras $7 to $7 50 cts. for medium extras; the principal sales for the past two months have been at $6 to $6 25 cts. for superfine; $6 75 cts. to $7 25 cts. for common extras; $7 25 cts. to $8 for medium extras.

The receipts for the year show an increase over last year of 78,231 barrels. The stock on hand, December 31st, is estimated at 250,000 barrels, against 225,000 barrels in 1862; 250,000 barrels in 1861.

	Barrels.
1863..	1,444,000
1862..	1,365,000
1861..	1,433,000

The exports have been as follows:—

	Barrels.
To Foreign Ports..	307,850
Coastwise	126,107
Total 1863..	433,957
„ 1862..	555,591

Grain.—Corn has touched higher prices than in any previous year, excepting 1847. This has been in consequence of the injury to the crop by the frost, which is estimated by the Commissioners of Agriculture to fall short of last year some 125,000,000 bushels. Prices in January last opened at 80 cts. to 90 cts., but before the close of February advanced

to 90 cts. to $1 for mixed and yellow. In July, from 73 cts. to 80 cts.; since then prices have been steadily tending upwards, the advance in October, November, and December being from 40 cts. to 45 cts. per bushel. The closing prices are $1 36 cts. for western mixed, $1 40 cts. to $1 42 cts. for western yellow.

The highest and lowest prices have been as follows:—

		$ cts.		$ cts.
1863	per bushel	0 74	to	1 42
1862	„	0 53		0 90
1861	„	0 45		0 80

Oats have been sold at higher prices during the year than ever before, the bulk of the supplies arriving have been taken for army purposes; and the wants of the army will, no doubt, keep up a very high range during the coming year. The range of prices have been, during the year, from 50 cts. to 92 cts., mostly from 70 cts. to 80 cts. per bushel.

The highest and lowest prices have been as follows:—

		Oats.			Rye.			
		cts.		cts.	$ cts.		$ cts.	
1863 ..	per bushel	0 50	to	0 92	0 95	to	1 48	
1862 ..	„	0 38		0 66½	0 75		1 04	
1861	„	0 32		0 48	0 58		0 82	

The receipts of corn have been as follows:—

From Maryland	54,979
Pennsylvania	50,711
Delaware	7,800
New York	1,396,259
Other places	104,315
Total..	$1,614,064

Receipts of corn and oats have been as follows:—

	Corn.	Oats.
	Bushels.	Bushels.
1863	1,614,064	1,444,608
1862	1,889,021	1,168,991
1861	1,098,250	1,467,611

The receipts of rye and shorts have been as follows:—

	Rye.	Shorts.
	Bushels.	Bushels.
1863	27,312	351,080
1862	39,973	283,136
1861	33,156	515,833

Gunny cloth.—The highest and lowest price of gunny cloth has been as follows:—

	cts.		cts.
1863	13½	to	17
1862	11		15
1861	7¼		11½

The stock in first and speculators' hands, December 31st, is 39,500 bales, against 42,300 bales in 1862, and 37,600 bales in 1861.

The imports have been as follows :—

	At Boston.	Other Ports.
	Bales.	Bales.
1863	2,962	370
1862	7,375	6,682
1861	25,734	26,573

Hemp.—American hemp has been in moderate demand during the year at from $1 25 cts. to $1 65 cts. for dew-retted, and $2 40 cts. to $3 for dressed. The stock in first hands, December 31, is 6,500 bales, of which 6,000 bales is dew-retted, against 5,000 bales in 1862, and 60 bales in 1861.

The highest and lowest prices have been as follows :—

	Dew-Retted.		Dressed.	
	$ cts.	$ cts.	$ cts.	$ cts.
1863	1 25 to	1 65	2 40 to	3 00
1862	0 90	1 50	1 60	2 60
1861	0 95	1 45	1 50	2 50

In November, 283 tons were sold at $4 25 cts., which was the highest price ever obtained in the market. The stock in first hands was 150 tons.

The stock has been as follows :—

	First and Speculators' hands.	Manufacturers.
	Bales.	Bales.
1863	12,700	12,777
1862	27,922	13,952
1861	45,250	11,200

The highest and lowest prices of Manilla and Russia hemp have bee as follows :—

	Manilla, per lb.		Russia, clean, per ton.	
	cts.	cts.	$	
1863	9¼ to	14	395 to	425
1862	7	9¼	240	320
1861	4⅝	7½	210	240

No Russia hemp yarns have been received during the year. Jute has been sold at very high figures, from $165 to $240, the transactions in November last embracing some 700 bales at $200 to $240 per ton, being the highest prices ever realised for this article. No sunn hemp has been received the last two years.

The highest and lowest prices of sunn hemp and jute have been as follows :—

	Jute, per ton.		Sunn Hemp, per lb.	
			$	cts.
1863	165 00 to	240 00	..	..
1862	100 00	190 00	..	..
1861	70 00	127 50	..	0 5

The stock of jute, December 31st, was as follows :—1863, 703 ; 1861, 2,186.

The imports have been as follows :—

	Tons.	Bales.
Russia	654	None
Manilla	..	19,753
Liverpool	..	4,513
Calcutta	..	9,196
Palermo	..	40
Portland	..	923
Baltimore	..	31
Western Railroad	..	2,346
Providence Railroad	..	2,207
Fitchluagh Railroad	..	2,923
Fall River Railroad	..	3,917
Northern Railroad	..	98
Total, 1863	654	45,947
1862	533	58,561
1861	1,376	64,502

Lead.—The highest and lowest prices have been as follows :—

	Galena.	Foreign.
	$ cts. $ cts.	$ cts. $ cts.
1863	8 00 to 10 50	7 37½ to 10 50
1862	....	6 25 8 00
1861	4 85 7 00	4 85 7 00

No stock now in first hands : the stock in previous years was, 84 tons in 1862 ; 300 tons in 1861 ; 900 tons in 1860. The imports, reducing the foreign to the average weight of American, have been as follows :—

	Pigs.
1863	64,804
1862	133,916
1861	58,729

The exports have been as follows :—

	Pigs.
1863	2,014
1862	6,916
1861	7,011

Leather —All kinds has sustained very full prices during the year, and have met with a good demand.

The receipts have been as follows :—

	Sides.	Bundles.
1863	425,469	227,331
1862	339,658	212,101
1861	448,484	131,671

Molasses.—The market for new crop opened in January last with sales at 35 cts. to 36 cts., but the article soon advanced to 40 cts. Subsequently, sales have ranged from 40 cts. to 50 cts., the latter price having been obtained for small lots at the close of the year. The sales of Muscovada, including Cuba, Trinidad, and Cienfuegos, have ranged from

36 cts. to 56 cts. The latest price for Cuba clay molasses have been as follows :—

	Sweet.	Sour.
	cts. cts.	cts. cts.
1863	33 to 50	26 to 43¼
1862	22 34½	19 30
1861	13 29	12½ 25

The quantities taken by distillers for some years past, including Cuba, Surinam, and Portland, and other sugar houses, have been as follows :—

	Hhds.
1863	28,000
1862	34,500
1861	25,000

The stock in first hands, December 31st, in all 1,246 hhds., against 2,971 hhds. in 1862, and 3,399 hhds. in 1861.

The imports have been as follows :—

	Hhds.	Tierces.	Barrels.
Foreign	39,501	3,314	1,450
Coastwise	18,602	131	21,707
Total, 1863 ..	58,103	3,444	23,157
1862 ..	70,339	4,836	4,737
1861 ..	56,930	4,521	8,012

The exports have been as follows :—

	Hhds.	Tierces.	Barrels.
Foreign	869	187	121
Coastwise	10,575	377	2,156
Total, 1863 ..	11,444	564	2,277
1862 ..	10,780	624	690
1861 ..	12,792	923	562

Naval Stores.—Spirits of turpentine has been sold at very high prices the past year, the sales ranging from $2 60 cts. to $3 65 cts. per gallon. Tar throughout the year, sales ranging from $6 to $17 per barrel. Rosin has touched very extreme prices, going up to more than double the highest point last year. The sales of common have been from $18 to $45 ; No. 2, from $18 to $46 ; and No. 1, from $20 to $49 per barrel. The current rates of rosin last year were from $6 25 cts. to $16 50 cts. for common ; and $6 75 cts. to $18 50 cts. for No. 2 ; and $8 50 cts. to $20 for No. 1.

The highest and lowest prices for spirits of turpentine and tar have been as follows :—

	Spirits of Turpentine, per Gallon.	Tar, per Barrel.
	$ cts. $ cts.	$ cts. $ cts.
1863	2 00 to 3 65	6 00 to 17 00
1862	1 00 2 70	6 00 40 00
1861	0 36 1 65	2 25 9 00

The exports have been as follows :—

	Rosin.	Turpentine.	Spirits of Turpentine.
	Barrels.	Barrels.	Barrels.
1863	2,526	829	745
1862	7,280	469	3,479
1861	21,136	812	8,250

The receipts of tar and turpentine have been as follows :—

	Tar.	Turpentine.	Spirits of Turpentine.
	Barrels.	Barrels.	Barrels.
1863	5,314	829	745
1862	5,913	469	3,479
1861	18,906	842	8,250

The export of naval stores from this port have been as follows :—

	Rosin.	Spirits of Turpentine.	Tar.	Pitch.	Turpentine.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
1863	173	76	552	2,626	365
1862	2,062	403	893	1,668	19
1861	14,597	5,415	6,053	4,008	19

Linseed Oil.—Prices of linseed oil have been quite fluctuating during the year. In January last the market opened at $1 20 cts., but advanced to $1 75 cts. to $1 80 cts. early in March. From these high figures there was a rapid decline touching $1 to $1 2 cts. in August, the lowest point of the year. Since then prices have been working up, and the sales for some weeks past have ranged from $1 45 cts. to $1 48 cts. The highest and lowest prices have been as follows :—

		$ cts.		$ cts.
1863	per gallon	1 00	to	1 80
1862	„	0 75		1 30
1861	„	0 50		0 90

Lard Oil.—Lard oil has been sold during the year from 80 cts. to $1 for extra western, and 75 cts. to $1 for No. 1. The present current rates are 95 cts. to $1 for No. 1, $1 5 cts. to $1 10 cts. for extra.

Petroleum.—Petroleum has been quite fluctuating during the year, prices ruling from 20 cts. to 40 cts. for crude, and 35 cts. to 75 cts. for refined, late current rates ruling from 32 cts. to 34 cts. for crude, and 56 cts. to 60 cts. for refined. The trade in this article has reached very large proportions. It is now exported to all quarters of the world, and is still rapidly increasing. The exports, nearly complete for the year, have been as follows :—

	1863.	1862.
	Barrels.	Barrels.
From New York	19,547,604	6,688,486
Boston	2,047,431	1,071,100
Philadelphia	5,122,144	2,742,200
Baltimore	915,806	172,830
Portland	342,082	119,400

Salt.—The cargo sales of West India have been $2 25 cts. to $3 94 cts.; and Liverpool, Cadiz, Trapani, and Cagliari, at $2 75 cts. to $3 94 cts. per hogshead.

The imports have been as follows :—

	Bushels.
From England	220,616
Spain on the Atlantic	162,643
Two Sicilies	87,679
France and Mediterranean	57,359
British West Indies	204,239
Dutch West Indies	49,959
Danish West Indies	6,234
British North American Possessions	4,020
Total, 1863	792,749
1862	1,317,978
1861	1,322,638

Saltpetre.—The import of saltpetre into Boston the past year is greater than that of the preceding year by 1,932 bags, while the imports into the United States is less than that of 1862 by 2,976 bags, and shows the smallest import of the article for the last ten years. The past season has been remarkable for the high range of prices throughout the entire year. The prices in January ranged from 15 cts. to 15⅞ cts. cash. These prices were maintained until the middle of November, when a further advance was obtained, with very large sales, at 16 cts. to 16¼ cts. The article closed firm at these rates, and as the supply a-head is very small, and the trade with India very much restricted, and likely to be for months, there is no doubt that present rates, and perhaps higher rates, will be maintained.

The imports have been as follows :—

	Bags.	
19 Ships at Boston	55,827	
Arrived in Prize Vessels	1,327	
		57,154
11 Ships at New York	27,945	
Arrived in Prize Vessels	198	
		28,143
Arrived at Philadelphia from Europe		1,000
Total ..		86,297

Total imports into—

	Bags.
Boston	57,154
New York	28,143
Philadelphia	1,000
Stock now in Boston	10,000
New York	2,800
Philadelphia	300

This article has been in fair demand throughout the year for consumption, but in smaller demand than usual for speculation. The consumption, as compared with that of former years, has been much less, partly on account of high prices, but principally from the fact that the article of nitrate of soda has come into general use by the manufacturers, in the making of common or low grades of powder. Had it not been for this substitute the stock of saltpetre would have been entirely exhausted. The continued high cost of saltpetre in India, with the extreme rates of exchange, freights, &c., causes the article to cost very nearly present rates landed here, and on this account, and the fact that neutral vessels are not allowed to load it at Calcutta for the United States, it is evident that the

supply for the present year will be very moderate. One ship, the "Star of Peace," bound to Boston, with 9,098 bags of saltpetre, was destroyed by the "Florida." This was the largest cargo of saltpetre ever shipped to the United States in one vessel. A few prize cargoes have arrived at Philadelphia during the year, which were taken by the Government at appraisal.

Comparative statement of imports :—

	Boston.	New York.	Philadelphia.	Total.
	Bags.	Bags.	Bags.	Bags.
1863	57,154	28,143	1,000	86,297
1862	55,222	31,751	2,300	89,273
1861	66,326	29,446	5,861	101,633

The stock at Boston at this time is 10,000 bags, against 7,855 in 1863.

The quantity on the way for the United States, up to last dates, (November 9) from Calcutta, is only 4,877 bags, and the quantity loading at same time was 1,752 bags. The large manufacturers have imported as usual throughout the year.

The above stock in Boston includes 1,327 bags, prize cargos, to be sold at auction by order of the United States Marshal.

Linseed.—Prices of Calcutta linseed ruled highest in February last, when some 10,000 bags were sold as $1 50 cts. per bushel. From this high figure prices rapidly declined, and a few sales in August last, from 2 75 cts. to $2 90 cts. per bushel, were the lowest of the year. The bulk of the sales during the year were from $3 20 cts. to $3 85 cts. The stock on first hand is 27,000 bags and 5,800 pockets, against 11,200 bags 2,000 pockets in 1862.

The highest and lowest prices have been as follows :—

		$ cts.		$ cts.
1863	per bushel	2 75	to	4 50
1862	„	2 05		3 40
1861	„	1 42¼		2 40

The imports into Boston has been as follows :—

	1863.	1862.	1861.
	Bags.	Bags.	Bags.
From Calcutta ..	105,717	159,122	197,123
Bombay ..	..	..	7,795
Other places ..	..	1,436	..
Total ..	105,717	160,558	204,918

The entire importations into the United States in 1863 was as follows :—

	Bags.	Pockets.
At Boston—		
From Calcutta	98,905	40,894
At New York—		
From Calcutta	113,239	20,320
Bombay	63,765	..
England	30,000	..
Russia	11,000	..
Total	316,909	61,214

Allowing six pockets to the bag, the total imported into the country for several years has been as follows:—

	Bags.
1863	327,000
1862	294,857
1861	375,074
1860	666,884
1859	738,228

The stock in hand is as follows:—

	Bags.	Pockets.
In Boston	27,000	5,800
New York	15,000	..
Total	42,000	5,800

Sugar.—The opening prices in January last were $9\frac{1}{4}$ cts. to $9\frac{1}{2}$ cts. for fair to good refining; $9\frac{3}{4}$ cts. to 10 cts. for choice; but in January and February prices rapidly advanced, ruling in November from $12\frac{1}{4}$ cts. to $12\frac{1}{2}$ cts. for fair to good refining; $12\frac{3}{4}$ cts. to $13\frac{1}{4}$ cts. for fair to good; grocery the highest of the year.

The lowest prices of Cuba Muscovado have been as follows:—

	Refining.	Fair.	Prime.
	cts. cts.	cts. cts.	cts. cts.
1863	$9\frac{1}{4}$ to $12\frac{1}{2}$	$9\frac{3}{4}$ to $13\frac{1}{4}$	$10\frac{1}{2}$ to 14
1862	$6\frac{3}{8}$ 10	$6\frac{3}{4}$ $10\frac{1}{4}$	$7\frac{1}{2}$ $11\frac{1}{2}$
1861	$4\frac{3}{8}$ $8\frac{1}{2}$	$4\frac{3}{4}$ $8\frac{3}{8}$	$5\frac{1}{4}$ $8\frac{3}{4}$

The stock in hand December 31st:—

	Boxes.	Hhds.	Bags.	Baskets.
1863	15,277	2,003	5,000	527
1862	5,544	2,273	56,739	..
1861	3,830	1,206	63,963	463

The imports have been as follows:—

	Hhds. and Casks.	Barrels.	Bags.	Boxes.
Foreign	33,050	2,364	16,033	41,712
Coastwise..	7,784	24,393	..	10,231
Total, 1863 ..	40,834	26,757	16,033	51,943
1862 ..	45,384	59,026	54,144	34,850
1861 ..	31,357	54,677	243,108	29,365

The exports to foreign ports have been as follows:—

	Boxes.	Hhds.	Barrels.	Bags.
1863	4,261	48	8,583	..
1862	1,558	373	9,051	50
1861	6,000	1,976	8,078	87,976

Tobacco.—The stock of leaf tobacco in first hands is 420 hhds.,

against 300 hhds. in 1862, 300 hhds. in 1861, and 1,000 hhds. in 1860.

The imports have been as follows :—

	Hhds.	Bales and Cases.	Boxes and Kegs.
1863	2,852	99	31,066
1862	2,789	271	34,557
1861	1,162	1,451	19,538

The amount inspected in Boston has been as follows :—

	Hhds.
1863	1,500
1862	2,100
1861	900

The export has been as follows :—

	Hhds.	Bales and Cases.	Boxes and Kegs.
1863	1,439	8,775	7,608
1862	1,641	7,699	6,517
1861	1,084	5,458	9,783

Wool.—The excitement in the wool market during the past year has been beyond all precedent; but this is not to be wondered at, considering the activity of the woollen manufactures, and the large increase of machinery. The market opened, in January last, at 63½ cts. to 75 cts. for common and choice fleece, but prices steadily advanced in January and February, reaching early in March (when gold touched $1 72 cts. to $1 72½ cts.) 85 cts. to $1 per lb., and in some instances fine Picklock fleeces as high as $1 5 cts.; for the past few months the most active market, and prices have advanced in that time from 10 cts. to 15 cts. per lb. on fleece. Late current rates are from 70 cts. to 85 cts. for the different grades of fleece, and 75 cts. to 90 cts. for super and extra pulled. The prospects of the trade the coming year are quite promising. The bulk of the clip has now passed into the manufacturers' hands, and the balance will not be placed in the market unless very full prices are realized. The woollen machinery of the country is now fully employed. Old mills have been improved, and new ones are springing up into existence almost daily, but the demand for goods is such that everything desirable is sold close up, and buyers are ready to contract to a greater extent than manufacturers are willing to sell. The increase in woollen machinery within eighteen months is estimated to be about 30 per cent. In 1860 there was in New England and New York 2,542 sets of woollen machinery, to which should be added 500 sets for Pennsylvania, and 500 more of all other States, in all 3,500 sets, to which but few additions were made until eighteen months since. The additions since, including all ordered, will exceed 1,000 sets, making a total of 4,500 sets, and it is estimated that the grand total of the woollen production of the country will amount to almost $150,000,000 per annum. The next clip of wool will not be marketable for six months, and, as the article is scarce and high abroad, and importations are likely to be light, it is reasonable to predict that the balance of this year's clip will be disposed of at very full prices, and that the demand for consumption will be quite equal, if not exceed, the supply.

The receipts of domestic, the past year, show an increase of $13,078

over the large receipts of 1862. The range of prices in 1862 was from 44 cts. to 70 cts.; and in 1861, from 25 cts. to 53¾ cts. per lb.

The stock on hand, with large receipts for some weeks past, has increased considerably, and amounts to 5,500,000 lbs., fleeced and pulled, against 3,000,000 lbs. in 1862; 1,800,000 in 1861.

The receipts have been as follows:—

	Bales.
1863	112,681
1862	90,603
1861	65,000

The demand for foreign wool has been good throughout the year, but the past four months has been marked by the greatest activity. The high prices asked for the new clip of domestic turned the attention of manufacturers to foreign wools, which were comparatively cheaper; and in September, October, and November, all desirable clothing wools were in active demand, and old stores rapidly disappeared. Cape wools particularly were much sought after, and prices of this description advanced from 8 cts. to 10 cts. per lb. during the last six months of the year. With small stocks of desirable kinds in importers' hands at the close of the year, and light prospective receipts, clothing wool will no doubt continue to sustain very full prices. The imports of foreign wool have been as follows:—

	Bales.	Quintals.
1863	32,644	..
1862	39,799	600
1861	31,578	5,097

It is contemplated to run a powerful line of steamers between this and Liverpool, Great Britain, in order to compete with New York, and as Boston is one day nearer to Europe it is thought the competition may be successful, if by arrangement with the railroad companies of the west freights can be reduced: the mercantile axiom being, that "freights follow the cheapest route."

The Galway steamers certainly do not seem to thrive very well, for which various reasons are assigned, some local and some political, but it is doubtful if they would do better even if consigned as suggested to an English house. The war which, according to the newspaper accounts of the destitution of the South, was but a question of days, now looms up in greater proportions than ever, and the South is showing such unmistakable symptoms of vitality as to preclude any hope of an early termination of the struggle.

Boston itself is teeming with wealth, and new edifices are springing up in all directions, whilst companies of all kinds and for all sorts of purposes testify the abundance of money seeking an outlet. Meanwhile, the gold dollar now requires 160 cts. in paper to purchase it; and the apparent prosperity halts when it meets the touchstone of purchase outside the States.

I will now conclude with some statistics relating to the trade between New England and Canada, which may be interesting in view of the present discussion about the continuance of the Reciprocity Treaty.

The total balance of trade in favour of all goods coming and going, is $35,554,836. On manufactured goods, &c., the balance of trade in favour of the United States is the large sum of $72,266,224. But on free goods the balance of trade is in favour of Canada to the amount of $36,711,388.

Imports into Canada from the United States :—

	Goods Paying Duty.	Free Goods.	Total.
	$	$	$
1855	11,449,472	9,379,204	20,828,476
1856	12,777,924	9,933,584	22,704,508
1857	9,966,428	10,258,220	20,224,648
1858	8,473,607	7,161,958	15,635,565
1859	6,032,861	8,556,545	17,589,606
1860	8,526,230	8,740,848	17,266,715
1861	8,338,620	11,859,446	20,198,067
1862	6,122,171	16,514,077	22,636,248
Total.. $	74,680,313	82,403,520	157,083,833

The exports from Canada into the United States :—

	Manufactures, &c.	Free Goods.	Total.
	$	$	$
1855	229,164	16,508,112	16,737,276
1856	198,212	17,781,540	17,979,755
1857	295,456	12,910,980	13,206,435
1858	273,325	11,656,769	11,930,094
1859	297,847	13,624,467	13,922,314
1860	332,569	18,095,939	18,427,968
1861	289,632	13,971,795	14,261,427
1862	497,884	14,565,846	15,063,730
Total .. $	2,414,089	119,114,908	121,528,997

Harbour Fortifications.—It may not be out of place to mention that the strengthening and fortifying the harbour here, as well as at New Bedford, Salem, and other points have made great progress, and that large appropriations have been made for their completion and perfection; and although we see but little of actual warfare now, the precautions against any future sudden attack seem ample, and combines all the latest scientific discoveries in military and naval art.

Exchange.—The balance of exchange has been against New England throughout the year, and must continue so as long as the large imports have no corresponding exports to meet them; but on the whole I have only to record progress and prosperity.

Boston, February 29, 1864.

MAINE AND NEW HAMPSHIRE.

Report by Mr. Consul H. Murray on the Trade and Navigation of Maine and New Hampshire for the Year 1863.

THE trade and commerce of Portland, during the past year, will show a large increase of the business of the port over even the previous year, which was largely in excess of any former year. The value of foreign exports for 1863 having exceeded that of 1862 by nearly a million of dollars. Large government contracts for army clothing, forage, munitions of war, and machinery, have been taken up at Portland, and have considerably added to the general prosperity.

Freighting Business.—The freighting business during the past year is said to have been one of the most prosperous known for many years at Portland.

The great demand for vessels, of all classes, at the compensating rates of freight of the past year or two, has drawn the attention of a large number of capitalists to navigation as a favourite source of investment, and, although the actual amount of tonnage built during the past year is not greatly in excess of the previous year, yet the navigation of this port has been largely increased by the purchase of vessels, and parts of vessels, from other ports now hailing from Portland.

The Cuba trade, in the early part of the season, not only gave employment to all that class of tonnage belonging to this port, but to a large number from various ports of this and other States at profitable rates. Seven or eight years ago the ruling rates of freight for box shooks to Cuba were 15 to 17 cents, but the falling off of the return freights, obliging many vessels to return in ballast, subsequently induced higher rates, and freights have gradually advanced, reaching as high as 40 cents for box shooks. The opening rates during the past season were about 38 cents. Vessels were scarce and in brisk demand until early in October, when the hazards of voyages to more distant ports turned upon the market a surplus tonnage, for the first time in many months, and rates gradually declined to 25 cents for box shooks. European freights have constituted a large portion of the business of the year as well as South American trade in lumber. Coasting vessels have also found ready business in carrying lumber, hay, produce, coal, &c., and the various employments of Government at highly remunerative rates.

The carrying trade in British vessels between this port and the West Indies was nearly doubled during the past year.

The following is a tabular statement of the exports and imports during the year 1863 :—

IMPORTS.

Apples	barrels	170	Champagne	cases	110
Asphaltum	casks	200	Cod Lines	bales	18
Bleaching Powders ..	„	27	Crockery	crates	10
Bonnets	cases	21	Earthenware	casks	71
Butter	lbs.	300	„	„	5
Coals	tons	23,353	Empty Casks ..	No.	85
Cotton	bales	90	Eggs	dozen	200
Cordage	coils	5	Fruit	barrels	43
Chocolate	boxes	18	Fish	„	20
Cedar Posts	No.	2,200	„	quintals	4,464
Cigars	cases	38	Fish Oil	barrels	41
„ (1,000) ..	„	241,650	Glassware	cases	13

Imports—*continued.*

Grindstones	No.	249
„	tons	85
Hardware	casks	53
Herrings	boxes	11,455
„	barrels	1,514
Halibut	„	3
„	quintals	22
Hides	No.	4,191
Horns		700
Headings	pairs	9,000
Iron	bars	24,246
„	bundles	2,476
„	boxes	12
„	tons	35
Joist	feet	2,000
Knees	No.	9,113
Lemon	boxes	7
Lumber	feet	1,785,000
Laths	No.	544,000
Molasses	hhds.	42,009
„	tierces	4,590
„	barrels	1,753
Manganese	boxes	135
Machinery	packages	28
Mackerel	barrels	421
Nails	lbs.	1,500
Oranges	boxes	355
„	No.	1,250
Plaster	tons	11,350
Preserved Meats	cases	6
Pine Apples	dozens	58
Palings	feet	18,000
Potatoes	bushels	394
Petroleum	gallons	1,360
Raisins	boxes	1,674
Rags	bales	63
Rags	lbs.	3,440
Railroad Iron	tons	104
Salt	„	4,814
„	hhds.	762
„	barrels	1,800
„	bushels	14,678
„	sacks	5,039
Sugar	hhds.	7,355
„	tierces	333
„	barrels	307
„	boxes	11,639
„	lbs.	200
Sugar Box Shooks	No.	27,831
Sheet Iron	bundles	270
Shooks and Heads	No.	102
Steel	bundles	433
„	bars	290
„	cases	667
Silk	packages	36
Soda Ash	casks	214
Seeds	„	26
Sheep Skins	Nos.	5,927
Soap	lbs.	3,380
Spars	Nos.	77
Staves	„	47,525
Tin Plates	boxes	152
Tobacco	„	15
„	bales	81
Tea	chests	2,335
Timber	tons	30
Various Merchandise	packages	2,681
Wool	bales	87
Wood	cords	872
Wine	cases	5
Wire	coils	173

Exports.

Ashes	barrels	7,216
„	lbs.	297,480
Apples	barrels	4,658
Alcohol	gallons	25,101
Butter	„	963,160
Beef	barrels	145
„	lbs.	195,200
„	tierces	61
Beans	bushels	513
Brooms	dozen	61
Bread	barrels	79
Bricks	1,000	83,000
Boots and Shoes	cases	248
Beeswax	lbs.	200
Barley	bushels	400
Cut Meats	lbs.	16,307,354
Candles	„	18,980
Copper	rivets	108
Clapboards	1,000	31
Cheese	lbs.	325,192
Chairs	dozen	5
Chocolate	lbs.	2,250
Coal	tons	476
Corn	bushel	10,382
Cedar Posts	No.	40
Coffee	lbs.	60
Cement	barrels	10
Cabbages	Nos.	7,420
Deal	feet	6,946,551
Deal ends	„	126,498
Duck	bolts	20
Dry Goods	cases	21
Dried Apples	lbs.	1,931
Earthenware	crates	2
Empty Casks	No.	9,718
Flour	barrels	93,015
Fish	„	23
„	drums	302
„	quintals	90
„	lbs.	26,800
Furs	cases	6
Furniture	packages	144
Grass Seed	bushels	17,383
Grindstones	No.	50
Glass	feet	2,050
Hoops	truss sets	41
„	No.	1,496,363
„	bundles	6,684
Headings	Nos.	8,513
Hams	lbs.	1,310,828

Exports—*continued.*

Herring	.. ..	boxes	2,600	Pickets	.. ..	1,000	13,825
„	.. ..	barrels	139	Palings	.. ..	No.	158,360
Hops ..	.. ..	bales	2,119	Plank	.. ..	feet	217,635
Hoop Iron	.. ..	lbs.	4,312	Pails	.. ..	dozens	35
Hay ..	.. ..	bales	47	Pressed Corn	..	cases	25
Hats ..	.. ..	dozens	13	Provisions	.. ..	lbs.	10,351
„	.. ..	cases	32	Peas ..	.. ..	bushels	20,583
Harnesses	.. ..	No.	5	Preserved Meats	..	cans	38
Iron ..	.. ..	bundles	100	Rags ..	.. ..	bales	10
Joist ..	.. ..	feet	28,440	Sugar Box Shooks	..	No.	882,753
Kerosene Oil	..	gallons	51,351	Shooks and Hogsheads		„	258,188
Lumber	.. ..	feet	10,787,266	Scantling	.. ..	„	1,857,500
Laths	.. ..	1,000	124,200	Specie	.. ..	$	220,460 75
Lard ..	.. ..	lbs.	1,536,496	Shingles	.. ..	1,000	1,499,750
Lemon Box Shooks	..	No.	7,622	Spars	.. ..	No.	393
Leather	.. ..	lbs.	716	Staves	.. ..	„	1,000
Lead ..	.. ..	kegs	50	Shorts	.. ..	tons	281
Lamps	.. ..	dozens	60	Starch	.. ..	lbs.	23,258
Lime ..	.. ..	casks	20	Saleratus	.. ..	„	60
Molasses	.. ..	gallons	5,563	Spices	.. ..	cases	25
„	.. ..	hhds.	378	Soap	.. ..	lbs.	31,083
„	.. ..	barrels	30	Sugar	.. ..	hhds.	112
„	.. ..	traces	100	„	.. ..	barrels	8
Mackerel	.. ..	barrels	25	„	.. ..	lbs.	630
„	.. ..	kits	572	Salt ..	.. ..	boxes	350
Meal ..	.. ..	barrels	471	Sulphate Lime	..	lbs.	4,026
Mills ..	.. ..	No.	4	Scales and Weights	..	cases	30
Manilla	.. ..	lbs.	282	Soda ..	.. ..	lbs.	125
Matches	.. ..	cases	40	Shovels	.. ..	dozens	15
Nails	.. ..	lbs.	49,900	Stoves	.. ..	No.	68
Opium	.. ..	„	2,852	Tobacco	.. ..	lbs.	78,985
Oil Cake	.. ..	„	1,500	„	.. ..	boxes	120
Onions	.. ..	barrels	124	Tallow	.. ..	lbs.	154,821
Oats ..	.. ..	bushels	21	Tea	.. ..	chests	1,228
Oars ..	.. ..	No.	148	Tongues and Sounds		kits	18
Oil ..	.. ..	gallons	1,853	Trunks	.. ..	No.	6
Petroleum	.. ..	packages	1,070	Tubs ..	.. ..	„	60
„	.. ..	gallons	282,660	Various Merchandize		packages	482
Potatoes	.. ..	barrels	5,304	Wheat	.. ..	bushels	17,330
Pork ..	.. ..	„	1,404	Woodware	.. ..	packages	95

The following shows the value of foreign exports for each month during the past year :—

	$	cts.
January	1,200,441	10
February	851,097	39
March	689,895	92
April	795,160	52
May	167,625	01
June	118,039	10
July	29,041	38
August	51,850	98
September	100,840	20
October	177,825	37
November	208,801	77
December	627,747	63
Total ..	$5,018,365	37

The greater portion o these exports consists of merchandise, brought to this port by the Grand Trunk Railway, from Canada and the Western States for shipment to England.

Box Shook Trade.—The box shook trade forms one of the largest and

most important branches of business at this port, and Maine box shooks meet a more ready sale, and command higher prices in Cuban markets, than those shipped from any other part of the country, especially the white pine boxes from the celebrated Saco River manufactories. This branch of business has yielded higher profits the past two years than for any previous season, the prices realised being, on an average, 50 per cent. higher than formerly. At the close of last season Cuban markets had become completely glutted, and, to a great extent, with spruce, hemlock, and inferior qualities, and, consequently, prices for this kind of shooks rapidly declined as there was no demand, and remained nominal at about 48 cents. While the attention of shippers has been exclusively turned to pine shooks, which opened in this market at about 60 cents, shortly after advancing to 62 to meet the increased cost of manufacture induced by the addition of the excise tax, first-class boxes, as the demand increased, continued a gradual advance, subsequently reaching 65 cents in October and November, and 70 cents in December, closing firm at 70 to 75 cents, with but a slight stock in market, probably not exceeding 30,000 boxes. The shipments from this port for the past year have been 882,753 against 1,050,160 last year, while the shipments the past year fall short of the year previous some 167,407, it should be remembered that the business has paid much larger profits. A large portion of the box shooks, shipped from this port, are imported from the Lower Provinces; the number imported here from that source the past year amounts to 27,833 against 69,542 the year previous, which does not include the receipts from the Canadas.

Cooperage Trade.—The cooperage business has been large and prosperous in this city for the past year, and has yielded much larger profits to the shippers and manufacturers than for several previous years. The shipments of shooks and heads the past year amounted to 258,188; 1,000 staves and 8,513 headings against 245,000 shooks and heads shipped in 1862. The profits realised the past year having exceeded any former year. During the year 1861 the shipments from this port amounted to only 155,000 shooks, which sold at an average price of 1 dollar 65 cents. The same year there were manufactured in this city about 22,000 shooks against 50,000 in 1862, and 138,000 for 1863.

The constant drain upon the country for men during the year past has seriously restricted the manufacture, as coopers have been scarce, hence the disposition of manufacturers to reduce their business to a more ready demand by sending forward shipments restricted only to the immediate wants of Cuban markets, thereby securing prices equivalent to the profits of even a more extended business at lower rates. City manufactured shooks have commanded a constant active demand, fully equal to the supply up to the 1st November, when the apparent disposition of Cuban merchants to depress the market at once produced a dull market here. Prices have ranged throughout the year at about 2 dollars 60 cents, with heads. About 25,000 of the manufacture of 1863 remained unsold at the end of the year. The demand for country shooks has been dull and prices low, ruling at about 50 cents less than in 1862.

Hoops have ruled at high prices throughout the year, and good ash hoops have been in active demand. The shipments of 1861 amounted to 2,500,000 hoops, at an average price of $28 per 1,000, against 2,100,000 shipped during 1862, at an average price of $30 per 1,000. The shipments during the year just closed amount to 1,496,363, and 6,684 bdls. Prices fell off from $32 to $34 for long ash in October to about $28 to $30 at the close of the year. The trade in headings with domestic ports continues to form quite an important branch, and employs several coasters during the year.

Dry Goods Trade.—The dry goods jobbing trade has grown from a comparatively unimportant branch of business, ten years ago, to one of the largest and most important branches of trade. As a market for the supply of the extensive trade of the State of Maine and many of the border towns of other States, it offers inducements equal to any other city on the seaboard, as the first houses here are now interested more or less in the largest manufacturing establishments of New England, and, consequently, have all the advantages of New York, Boston, and other cities for their supplies of domestic fabrics, while the frequent direct communication between this port and the leading European cities furnishes all the advantages heretofore offered by the larger cities from which, not only the wholesale merchants here, but throughout the State, have in times past been obliged to draw their supplies, and which placed the Portland market in an unfavourable position for competing with other markets, but which the rapid growth of its commercial importance, and the natural advantages of its port have now overcome, and an important competition in the dry goods jobbing houses of Portland is realised with those of larger cities.

Drug Trade.—The business in drugs and dye-woods has been large and prosperous the past year. Dealers have extended the trade of this market to nearly all parts of the State as well as to various western markets. Prices for nearly all kinds of drugs continue to rule steady, at high prices, in common with all kinds of merchandise. Many articles of drugs and chemicals in the early part of December underwent some advance, in consequence of the anticipation of the increased excise duty proposed by Congress, more especially on spirits. Notwithstanding the high ruling prices the business has been greatly in excess of any previous year, and has been well sustained up to the close of the year.

Fish Trade.— The trade in dry and salted fish during the past year has not only been unusually large but prices have ruled at unprecedented high rates, and there is every reason to believe dealers have realised a profitable season. The market opened early in the season with a very light stock on hand, and with the active demand that subsequently followed prices continued to advance, reaching as high as 5 dollars 75 cents to 6 dollars per quintal for cod in this market, and notwithstanding the heavy fares (or catch) of cod, pollock, hake, &c., as well as mackerel, taken during the month of October, the demand exceeded the supply.

The demand for Western markets has largely increased the past year, and heavy shipments have been made over the Grand Trunk Railway to Chicago, Detroit, Miliwaukee, St. Louis, and various part of Canada. From the most reliable sources are gathered what may be considered the actual quantity purchased in this market during the past year, 50,000 barrels mackerel, 10,000 barrels herrings, 65,000 quintals dry fish, 130,000 herrings, 12,000 barrels pickled halibut, salmon, cod, &c. In connection with the fish business may be added 2,000 barrels fish oil, and 2,500 barrels clam, used by fishermen for bait.

There is also a large business done in fresh fish, which are sold in large quantities for the western market, passing over the Grand Trunk Railroad, and also by steamers to Boston and New York. It is estimated that the value of fresh fish and lobster business amounted to $100,000 per annum.

The estimated value of all kinds of fish purchased in this market this past year will exceed one million of dollars.

Over 300 sail of fishermen are fitted out annually from this port, who in return dispose of their products in this market. There have been imported from the Lower Provinces during the year 11,455 boxes smoked herrings, 1,514 barrels pickled herrings, 4,464 quintals dry fish, 421 barrels mackerel, and about 50 barrels fish oil.

The following extract from a Maine paper, of November 1863, upon the Maine fisheries may be interesting:—

"The fishermen at Lubec, Maine, are now industriously engaged. Cod, pollock, herring, and mackerel are taken in considerable quantities, especially herring. All kinds of fish command a high price, and the demand is good, and likely to continue so for the season. Cod and pollock are usually dried, though the former are pickled, and thus cured are worth $5 and $6 the two hundred pounds in New York, dry cod being $6 per quintal. The large herring are smoked and pickled, and the smaller ones are pressed for the oil they afford. The herring are mostly caught in weirs. A hogshead of herring will afford five or ten gallons of oil worth 70 to 85 cents per gallon. The herring when brought from the weirs, are salted very heavily, being kept in the brine twenty-four hours or longer. The fishermen say this process of salting tends to separate the oil from the fish. After the fish are salt enough, they are put into boilers of the capacity of a barrel, larger or smaller as the case requires, and thoroughly boiled or cooked; thence transferred to the press, which is of sufficient power to express the last drop of oil from the fish. The oil, water, &c., passes from the bottom or bed of the press, which is watertight, to tubs so arranged as to catch the whole. The oil rises and is dipped off into barrels. The 'pumice' (as the fishermen call it), or the remains of the fish after being pressed, is sold to farmers, who use it on grass and tillage-land with good effect. A light sprinkling of grass field will give a large crop of grass for two years. A large quantity of it proves injurious to both crops and soil, as practical observers state. The herring-oil business is of recent inauguration, but adds very largely to the profits. Formerly the small herring were used on the grass-lands or lost entirely; now the whole are used. Herring bring, in New York, 40 to 50 cents per box. The fisheries are asource of large revenue. The profit is very much larger than that of any other business. The work is such that boys, even girls, and men all engage in it, and their time is well paid. The profits accruing from the fisheries in Lubec this year will exceed the profits of the lumbering or shipbuilding in any other town in the country. The aggregate of the business in one year would astonish anybody who will make a calculation of its value, and none more so than many of those engaged in it, although each one is supposed to know his individual gains."

Flour Trade.—The flour trade has increased, from a comparatively unimportant branch of business ten years ago, to one of the leading branches of business in this market. In former years, Portland has been almost entirely dependent upon Boston and New York for supplies of flour, which, with the additional cost of transportation and incidental expenses, precluded the possibility of the merchant's competing with those places in supplying the extensive trade from the interior of the State and towns on the sea-coast. But the past year has witnessed a new era in the flour-trade of Portland, for the merchants have not only been able to supply the heavy trade that has been so advantageously turned to this market from the State of Maine, as well as New Hampshire and the British Provinces, at prices not only as low, but, in several instances, much less than New York or Boston.

The total amount of flour received in this city during the year, over the Grand Trunk Railway, was 523,000 barrels, of which 69,200 barrels were shipped to Europe, and 260,300 barrels went by boats to Boston, and 193,500 barrels were consigned to this market.

There have been shipped from this port to foreign countries, during the past year, 93,015 barrels flour, against 84,000 barrels in 1862, not including shipments per steamers to St. John's, New Brunswick.

Canada flour, which formed a large portion of the business of this market, has been very much restricted since early in 1862, in consequence of the high rates of exchange, but in the falling off in the Canada trade, has been compensated by the increase of the trade with the West. Receivers have suffered much inconvenience from delays and interruptions in receiving consignments, so great has been the tax upon the Grand Trunk road, which, for a portion of the season, has not had sufficient rolling-stock to bring forward the rapidly increasing freights that have accumulated at the various stations along the line.

The stock of flour in this market at the end of the year amounted to 78,563 barrels, divided amongst sixty wholesale dealers. The stock at the end of the previous year amounted to 57,884 barrels.

The average prices of flour in this market on the 1st of each month for the past two years, taking "Portland Extra" as a standard, has been as follows:—

	1863.				1862.			
	$	cts.	$	cts.	$	cts.	$	cts.
January	6	75	to 7	00	6	00	to 6	12
February	7	87	8	12	5	87	6	00
March	8	00	8	37	6	00	6	25
April	7	50	7	75	6	00	6	25
May	7	12½	7	37	5	87	6	12
June	6	00	6	87	5	50	5	75
July	6	50	6	75	5	25	5	37
August	5	87	6	00	5	25	5	50
September	5	75	6	25	5	50	5	75
October	6	50	6	75	5	75	6	00
November	7	00	7	25	7	00	7	75
December	7	00	7	25	6	75	7	00

An important movement has been made by the Board of Trade during the past year to secure a reliable flour inspection for this market, which, when fully perfected and carried into execution, cannot fail to establish an advantageous reputation to this market.

Grain Trade.—Corn, the leading article of the grain-trade of this market, continued to rule quite steady at the closing prices given in the last annual Report, viz., 82 cents to 85 cents, with a steady moderate demand, until in April, when prices gradually advanced to 92 cents to 95 cents, touching as high as 1 dollar per bushel, when prices again subsided to 85 cents to 90 cents on the 1st of June, entertaining a gradual decline to the 1st of September, when an advance again took place which continued through October and November; and in the early part of December prices had reached a higher figure than has been known in this market for the past thirty years, when sales of mixed were made at 1 dollar 35 cents to 1 dollar 38 cents, and some dealers held their stocks as high as 1 dollar 40 cents. These extraordinary high prices were superinduced chiefly by the serious injury to the crops of the west by the early frosts in the fall, which cut short the harvest. Under the existing state of the uncertainty of the future, dealers purchased cautiously, and stocks have been reduced much below those of last year, amounting in the aggregate to only 41,443 bushels at the end of the year, against 140,572 bushels

at the same time in the previous year. The total amount of foreign shipments of all kinds of grain from this port for the past year has been 10,382 bushels corn, 17,330 bushels wheat, 400 bushels barley, 20,583 bushels peas, 513 bushels beans, and 17,383 grass seed. Oats have been in active demand for Government use throughout the year, at prices ranging from 68 to 75 cents. Rye is scarce, and advanced in the early part of December, closing the year at about 1 dollar 40 cents to 1 dollar 42 cents.

Lumber Trade.—The operations in lumber, which constitute so large and important a branch of this port, has greatly exceeded previous years prosperity, yielding larger profits to dealers the past year than ever before. The demand for foreign shipment has been active throughout most of the season, amounting to 10,787,266 ft. lumber; 6,946,551 ft. deals; 126,498 ft. deal ends; 217,635 ft. plank; 28,440 ft. joist; 124,200 ft. laths; 1,499,750 shingles; 1,857,500 ft. scantling; 13,825 pickets; amounting, in the aggregate, to about 20,200,000 ft. of long timber, not including scantling, shingles, laths, pickets, box and head shooks, headings, hoops, &c. The greater portion of the long lumber has been shipped to Europe and to South American ports; deals, plank, and scantling chiefly to European markets, and the seasoned lumber and lighter class to South America. Large shipments have also been made to the West Indies. In addition to the foreign trade, there has been a heavy demand for Southern ports, to which large shipments of the various kinds of lumber required by the Government have been made.

The local demand has been much larger during the past year than for the several previous, and prices have ruled at least 30 per cent. higher than former years. The shipments to foreign ports in 1862 were 4,492,092 ft. deals; 162,977 ft. deal ends; 219,308 ft. plank; 458,500 laths; 16,165,241 long lumber; 114,275 pickets; 117,375 palings. In addition to the large quantities that find their way to this market over the Grand Trunk Railway, and from various parts of this State, a large portion has been imported from the lower provinces, from which source there has been received the past year 1,785,000 ft. lumber; 2,000 ft. joist; 544,000 laths, 2,200 cedar posts; 9,113 ship-knees, 18,000 ft. palings; 47,525 staves; against 1,474,717 ft. lumber, 817,000 laths, 7,515 ship-knees received in 1862, in addition to box shooks, headings, &c., the transportation of which has given employment to several vessels.

Molasses Trade.—The stock of molasses in the hands of importers at the end of the year was nearly nominal, amounting to only about 440 hogsheads, all of which was tart, and the stock in the hands of the jobbing grocers was very limited, no one holding but small quantities. Indeed, the stock was much lighter than has been known here for years past. The stock in importers' hands at the end of the year 1862 was only 750 hhds. 34 tierces, and 55 barrels, against 1,395 hhds. and 150 barrels in December 1861, and 1,400 hhds. December 1859. The importations for the past year amount to 42,000 hhds. 4,590 tierces, and 1,753 barrels. The importations for the four previous years were as follows:—

Year.	Hogsheads.	Tierces.	Barrels.
1862	38,774	4,539	1,574
1861	39,370	4,298	2,324
1860	44,669	4,629	3,792
1859	46,598	4,711	2,196

making the total importations at this port for the past five years amount to 211,411 hhds. 22,767 tierces and 11,639 barrels.

The amount of molasses imported and gauged at the Custom-house during each month for the past year, and also for the three previous years, was as follows :—

	1863.	1862.	1861.	1860.
	Dollars.	Dollars.	Dollars.	Dollars.
January	105,207	15,163	120,213	109,130
February	326,172	310,240	500,519	409,213
March	910,073	718,968	675,639	648,327
April	678,035	1,090,011	1,212,840	979,224
May	1,615,696	1,436,955	1,326,878	842,784
June	1,197,995	1,129,067	455,802	974,349
July	640,828	311,853	167,807	950,608
August	197,292	269,985	56,675	443,620
September	53,986	258,065	39,101	277,030
October	59,578	97,646	88,601	236,135
November	249,919	148,340	246,575	140,711
December	241,826	67,740	80,878	None.
Total ..	6,276,607	5,824,042	4,971,528	6,011,137

It will be seen by the above statement, that there has been gauged at the Custom-house the past year, 452,565 gallons more than during the year 1862. Of the amount imported there has been consumed by the Sugar-house in this city 36,097 casks, or about 3,891,856 gallons. There has been shipped to the lower provinces during the year about 57,823 gallons. There has also been shipped during the latter part of the year quite a large amount to Boston, New York, and Philadelphia, where better prices were realised, which accounts in a great measure for the barrenness of the market at the end of the year. The past season opened at high prices, which were well sustained throughout the year, closing at about 50 cents per gallon, sweet clayed.

Oil Trade.—The oil market has been very fluctuating throughout the year. Linseed oil, during the spring, was held at very high figures, reaching 1 dollar 75 cents, and 1 dollar 80 cents. After the first demand was over, the prospect of a large crop of seed in the West caused it to decline to about 1 dollar 3 cents, and 1 dollar 5 cents. Touching this point, it rebounded, and has since been advancing. The high price of this oil has had a tendency to deter people from painting, and in this way has operated against the sales of painting materials. Lard oils of good quality have been in demand for both manufacturing and illuminating purposes. Neatsfoot oil is now rather scarce, and prices firm. Whale oil is now but little called for, as it has been almost wholly superseded by kerosene, which is now generally used throughout the country for illuminating, and the sales have increased ; the price has been very unsettled. Opening a year ago at 55 cents, it declined to 50 cents (factory prices) in March. In August it started up again, and continued to advance till it reached 70 cents in November, when, contrary to general expectations, the price was again reduced. It again slightly advanced, and should Government, as intended, lay an additional tax on crude oil, it must further advance. During the spring and summer, kerosene could be bought at less than the factory prices, as there were many outside lots, bought by speculators in the previous fall, forced into the market and sold at low figures, rather than keep it through the warm months. This oil has now ceased in a measure to be

an article of speculation, as many who have heretofore invested in it for speculative purposes, learning wisdom from previous experience, have left its sale to the trade.

Pork and Beef Trade.—The prospects at the commencement of the past season opened unfavourably for the packing business, in consequence of the high prices of hogs, resulting in a more limited business, as under the uncertain prospect of affairs, packers were reluctant to lay out for a large business in pork packing, consequently there has been no surplus city-packed in market, and prices have ruled high throughout the year, with a strong advancing tendency at the close. The same may also be said of the opening prospects of the present year. The high prices of round hogs, now held at $8\frac{1}{2}$ and $9\frac{1}{2}$ cents, indicate a limited business. A few hogs have commenced to arrive from the West. There has been exported to foreign ports, during the past year, 1,404 barrels of pork, and 16,307,354 lbs. cut meats, chiefly side pork from the west.

Beef packing for this market has, until very recently, been a very meagre business; but in common with many other branches of trade, has received increased impetus the past season, and bids fair to form eventually quite an important branch of business. About 300 barrels have been packed for this market the past season, which, like pork, has received an active demand at high prices.

Potatoes and Produce.—There has been an active business in the shipment of potatoes to Cuba, and also to southern ports in possession of United States forces. The demand for the army has been large, and several coasters have been constantly employed in trading between this and southern ports. There have been exported to foreign ports, chiefly to Cuban markets, 5,304 barrels potatoes.

In addition to the demand for potatoes for shipment there has also been an active demand for potatoes for preparing dessicated food for the army by a process of drying and grinding potatoes, consuming from 3,000 to 5,000 bushels per week.

There has also been exported during the year, 4,658 barrels of apples, 513 bushels of beans, 7,420 cabbages, 124 barrels of onions, and 2,000 lbs. of dried apples.

Paint and Colour Trade.—Business in leads, paints, and colours, for the past year has been prosperous. The demand has been steady, and has continued later in the season than generally. Prices have been fluctuating, and the tendency has been upward. During the summer, as the demand lessened, leads of all kinds declined a little; but as the fall trade opened, prices again started up, and have ruled firm since. There was but little dry lead in the market at the end of the year, and ground leads would undergo another advance. In this, as in other branches of trade, efforts have been made to keep in Portland some of the business of this State, which has heretofore been done at Boston and New York. The manufacture of leads and colours has received its share of support during the year, and many dealers throughout the State, and in places accessible by the lines of railroad and steamers, have taken advantage of the opportunity thus presented of obtaining goods of this description from first hands, and the demand is steadily increasing.

The need of increased facilities for transportation is seriously felt. There are many places on the coast from which much trade could be obtained if direct communication could be established. At present between these places and the larger cities, lines of coasters run regularly, and this cheap means of transportation induces many buyers to pass by and purchase where their goods can be shipped with little delay. The establishment of some such system of communication with the smaller

places, where a line of steamers might not prove financially successful, would give to the merchants much of the State trade which ought properly to be done in our own city, which is now lost to it.

Plaster Trade.—The trade in rock plaster the past year has been quite active at better prices than realised the year previous. The importations from the British provinces amount to 11,350 tons, against 11,993 tons imported the year previous. Of the amount imported the past year, the estimated stock on the wharves unsold at the end of the year was about 1,500 tons, making the sales of the year about 10,000 tons. Prices have fluctuated during the year from 2 dollars to 3 dollars 25 cents per ton for soft, the latter being the closing price of the year.

Sugar Trade.—The trade in sugars has been more limited the past year than it was for the two previous years, although the importations are fully up to those of any previous years, a large portion of which, however, has been for Canadian markets.

The following Table exhibits the importations of sugar for each month, for the past three years :—

	1863.				1862.				1861.		
	Hhds.	Boxes.	Tierces.	Barrels.	Hhds.	Boxes.	Tierces.	Barrels.	Hhds.	Boxes.	Tierces.
January	200	..	..	..	..	..	..	..	..	..	..
February	20	..	..	164	..	14	..	..	97	188	..
March	1,313	467	..	38	1,336	209	..	30	50	..	..
April	388	1,452	..	..	843	1,934	193	21	..	..	43
May	512	792	59	50	1,511	473	55	25	203	70	..
June	1,566	322	241	3	2,619	461	47	3	67	115	81
July	1,742	974	26	6	1,146	1,605	52	111	409	55	..
August	143	2,722	1	..	327	80	24	..	..	..	..
September ..	1,008	550	6	46	742	1	66	12	..	80	..
October	..	..	..	..	136	..	..	..	..	..	..
November ..	249	4,152	..	..	..	264	..	..	..	..	..
December ..	214	1,182	..	..	371	583	23	..	..	..	..
Total ..	7,355	12,613	333	307	9,031	5,624	460	202	826	508	124

	Hhds.	Boxes.	Tierces.
Total for 1862 ..	9,031	5,624	460
1861 ..	826	508	124
1860 ..	655	2,286	75
1859 ..	6,810	5,609	381

Total for the past five years :—

Hhds.	Boxes.	Tierces.	Barrels.
18,477	26,640	1,373	509

The stocks of sugars in the hands of importers at the end of the year was 869 boxes. The sugar market was much excited during the last six months of the year, and prices ruled very high, more particularly refined sugars, which closed firm at 17¼ cents to 17½ cents for crushed, granulated, and powdered. There was considerable sale for New

Orleans sugar early in the fall; but the supply was limited and soon exhausted. Portland sugars have had a large sale in this market, and have been received with more favour than formerly, the demand being frequently in excess of the immediate supply.

The profits on refined sugar have been very light, as our merchants have shown an eager disposition to sell at as low prices as could be found in any other market, and it is not unfrequent that sales have been recorded during the year below even factory prices. The result has been to attract to the market a very heavy trade, and Portland has now the reputation with the traders throughout the State of offering unequalled advantages, and as possessing superior inducements in the sugar and molasses trade.

Salt Trade.—The salt trade for the past year has been large and prosperous throughout. Fishing salt was in active demand during the months of September and October, and the catch of mackerel off this shore was large during those months. Prices have had an advancing tendency, created by the increased rates of foreign exchange. The importations at this port for the past year have been 4,814 tons, 762 hogsheads, 1,800 barrels, 14,678 bushels, and 5,039 sacks, against 6,542 tons, 65,000 hogsheads, 1,198 sacks, and 57,625 bushel in 1862. The amounts imported the year previous (1861) was—

	Bushels.
From Bonaire	46,416
Liverpool	55,584
Turk's Island	55,492
Cadiz	43,384
Cagliari	28,736
Inagua	7,000
St. Bartholomew	2,376
Marseilles	32,404
St. Martin's	5,360
Total	275,752

The manufacture of salt is carried on to quite an extent, and Portland ground salt, from its superiority, commands the highest prices with the merchants throughout the State.

Soap and Candle Trade.—The soap and candle trade forms quite a business in this market; although transactions the past year have been somewhat restricted from that of former years, owing to the high prices of material and the increased tax on manufactured goods, which has affected the foreign exportation to a great extent. The shipments of candles from the port the past year amounts to 18,980 lbs. against 31,712 lbs. in 1862, being a falling off in exports of 12,132 lbs. The same may also be said of soap, the exports of which amounts to 31,083 lbs. the past year against 53,870 lbs. in 1862, being a reduction of 22,787 lbs. The sales of the several manufacturers of soap in this city, the past year, have been about 10,000 boxes, valued at about $50,000.

Tea and Coffee Trade.—Teas have ruled exceedingly quiet and steady throughout the year, the ruling prices for Oolongs at the commencement of 1863 were 65 to 70 cents, with a fair demand throughout the season at prices scarcely ranging from these quotations, until about the 1st of December, when some advance took place with more animation in the market, closing at 84 to 94 cents for choice grades of Oolongs.

The coffee trade in this market has been very light the past year, as the extra high prices that have prevailed, have induced to a great

extent, the use of various substitutes. The quotations in January last for Rio were 25 to 27 cents, and for Java 30 to 31 cents. Both Rio and Java continued to have an upward tendency early in October, when Rio went up to 33 to 35 cents, and Java 35 to 40 cents; a subsequent advance of 2 to 3 cents took place in November, with a firm market until near the close of the year, when prices remained quiet but firm.

Sugar Trade.—The Portland sugar house was established in 1845. Its first operations were conducted on a very limited scale, and under embarrassments that were almost disheartening. From the day of small beginnings, however, the business has year by year increased, until this is now the largest molasses house in the country, with a capacity of 300 barrels of sugar daily, giving employment, when in active operation, to over 300 men, with a monthly pay-roll of $7,000. During the past three years the greater portion of the sugar produced has been sold directly to the West, thus attracting to this city the largest and best buyers of that section, and, in one instance at least, giving an immense and unexpected impetus to another prominent branch of business. By this arrangement, which has proved to be mutually advantageous, the large houses are brought into direct communication with the importer and manufacturer without the almost invariable intervention of "middle men."

Until 1855, the sugar-house was owned, and its business carried on, by a single individual,—Mr. J. B. Brown. In that year an act of incorporation was obtained and a company formed, with a capital of 300,000 dollars, of which Messrs. J. B. Brown and Sons are now the managing agents.

The Manufacture of Duck.—The demand for duck, chiefly for Government use, has continued to tax the full capacity of nearly all the factories throughout the country the greater portion of the year, which, together with the excessive high rates of cotton, has advanced to fabulous prices, No. 3 Portland duck having reached 1 dollar 10 cents per yard, notwithstanding there has been much economy exercised in the use of ship duck for the past two years, vessels wearing their old sails as long as practicable, and substituting hemp-duck to a great extent has had the effect to diminish the demand beyond the requirements of even the increased number of vessels put afloat. The factory of the Portland Duck Company has been in operation nearly all the year, during which time there has been manufactured 300,000 yards of sail, ravens, and tent-duck, at an average value of about 66 cents per yard; the total products of which is valued at about 200,000 dollars.

The products of the factory, in 1862, was 311,301 yards, at an average price of 45 cents per yard. In 1860, the product was 380,229 yards, at an average price of 32 cents, and in 1859 the product was 280,892 yards, at 20 cents per yard.

The Company, at the end of the year, were manufacturing tent-duck for the Government which would monopolise the entire capacity of the mills for six weeks.

Manufacture of Glass.—Early in the past year a movement was made by some of the capitalists of this city to establish in Portland a glass factory. This has been accomplished; and the Portland Glass Works are now in full successful operation, and cannot fail to be a source of profit to the stockholders, and add much to the business prosperity of the city. The capital stock of the Company is $100,000, and is all owned in Portland. An act of incorporation will be applied for in the coming session of the Legislature and readily obtained,

when the Company will be legally organised. There is little doubt that eventually this manufacture will be one of the most important business enterprises of the city.

Manufacture of Shovels.—A charter was obtained early in March last for the purpose of forming a Company, under the name of the "Portland Shovel Manufacturing Company," with a capital stock of $50,000, with the privilege of increasing it to $100,000.

The Company have commenced business under the most favourable auspices, giving employment to about 100 hands. The machinery is of the latest kind, having every modern improvement necessary for turning out the best work of the kind. A large quantity of their wares will go to California, but the principal portion is to go to Australia and South America.

Boot and Shoe Trade.—The manufacture and sale of boots and shoes in this city is fast becoming an important branch of the trade of Portland. The number of jobbing-houses is double what they were six years ago. Since this period several of the best manufacturers in the State, and also many first-class workmen from Lynn and other boot and shoe manufacturing towns of Massachussetts, have been attracted to this city by the superior inducements that the growing trade of Portland has held out to them, and thus are now enabled to compete successfully with Boston, New York, and other large cities.

British Trade.—At the port of Portland, the entries and clearances of British vessels have been as follows:

ENTERED, 341.

Steamers.	Ships.	Brigs.	Schooners.	Tonnage.	Crews.	Value of Cargoes.
33	27	57	224	82,103	4,542	£2,807,575

With cargoes consisting of general merchandize, 30; sugar and molasses, 42; fish and oil, 15; coal, 74; salt, 3; lumber, 26; gypsum, 76; miscellaneous and mixed, 24; cordwood, 24; ballast, 21.

CLEARED, 345.

Steamers.	Ships.	Brigs.	Schooners.	Tonnage.	Crews.	Value of Cargoes.
33	33	57	222	86,055	4,540	£894,603

Taking general merchandize, 161; flour and grain, 22; lumber and deals, 45; ballast, 117.

The following Table will show the movement of British trade at Portland for the past five years.

	Entered.			Cleared.		
	Vessels	Tons.	Value of Cargoes.	Vessels	Tons.	Value of Cargoes.
			£			£
1859	297	52,031	723,908	292	50,747	164,147
1860	363	75,532	1,458,178	363	74,410	240,306
1861	371	68,283	1,328,546	376	68,037	376,829
1862	364	79,005	1,688,238	360	77,049	693,488
1863	341	82,003	2,807,575	345	86,055	894,603

British and Foreign Trade.—The total amount of British and foreign trade at the port of Portland, during the year 1863, will be found in the following Table :—

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	341	82,103	4,542	2,807,575
American ..	211	51,454	1,601	201,470
Total ..	552	133,557	6,143	3,009,045

CLEARED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	345	86,055	4,540	894,603
American ..	310	104,538	2,901	315,280
Total ..	655	190,593	7,441	1,209,883

The total amount of British and foreign trade at this port of Portland, during the past five years inclusive, has been as follows :—

	Entered.			Cleared.		
	Vessels	Tons.	Value of Cargoes.	Vessels	Tons.	Value of Cargoes.
			£			£
1859	548	106,778	993,000	625	164,919	347,362
1860	556	130,921	1,654,967	733	154,142	448,403
1861	631	135,725	1,472,634	743	160,413	630,002
1862	632	149,690	1,878,920	759	179,959	1,003,138
1863	552	133,557	3,009,045	655	190,593	1,209,883

The following is a statement of British and foreign trade at the principal ports within this Consular District of Maine and New Hampshire during 1863 :—

EASTPORT.

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	113	13,460	617	13,171
American ..	154	85,537	2,286	56,716
Total ..	267	98,997	2,903	69,887

CLEARED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	114	13,497	621	9,246
American ..	207	83,268	2,546	204,504
Total ..	321	96,765	3,167	213,750

PORTSMOUTH.

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	41	4,180	132	3,295
American ..	13	520	19	1,529
Total ..	44	4,700	251	4,824

CLEARED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	41	4,180	232	793
American ..	2	1,210	29	..
Total ..	43	5,390	261	793

BATH.

ENTERED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	26	1,983	122	1,300
American ..	9	4,032	113	1,728
Total ..	35	6,015	235	3,028

CLEARED.

Nations.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British ..	28	3,113	143	597
American ..	16	6,781	173	6,028
Total ..	44	9,894	316	6,625

Ship Building.—There were built in this local district the past year 25 vessels—9 barks, 5 brigs, 7 schooners, and 4 steamers, of an aggregate tonnage of 7,907-87·95ths, against 17 vessels in 1862, of an aggregate tonnage of 7,518 tons.

Iron Foundries.—The Portland Company have added a new branch to their business—that of manufacturing munitions and engines of war of the most improved patterns, and have taken large contracts with the Government.

Cotton Manufactories.—A considerable business has been done in this State of Maine in the manufacture of cotton, and which, I understand, has been very profitable; but I regret I am unable to give any details, as there are no published returns.

Horse Railroads.—A company for the establishment of horse railroads in this city and neighbourhood has been formed, and which have lately commenced operations with every prospect of success.

Portland, June 7, 1864.

NEW YORK.

Report of Mr. Consul Archibald on the Trade of New York for the Year 1862.

Shipping.—Large as was the increase of the trade in British vessels to this port during the year 1861, the following returns exhibit a progressive increase in a ratio surpassing even that of last year. The Return (No. 8) shows a regular and steady increase for the past five years, the number of British vessels entered and cleared during the past year exhibiting an excess of about 33 per cent over 1861, and of nearly 300 per cent over 1858. The number of American-built vessels purchased at this port by British subjects was not quite so large as that of the year 1861, but since the commencement of the present year the purchases of foreign-built ships have been vastly more numerous, while the regular trade in British-built vessels is also steadily on the increase.

Wages of Seamen.—There has been during the year a steadily increasing scarcity of seamen, owing to the number required for the service of the United States navy, and the high bounties paid for obtaining them. The rates of wages have risen accordingly, until at the close of the year it was no uncommon thing for seamen on a voyage to the United Kingdom, which would occupy from three to four weeks on sailing ships, receiving fifty dollars for the run home.

1.—Direct Trade in British Vessels from and to Great Britain and British Colonies for the Year 1862.

[See Table No. 2, page 507.]

2.—Indirect Trade in British Vessels from and to other Countries for the Year 1862.

[See Table No. 2, page 507.]

3.—Total Direct and Indirect Trade in British Vessels for the Year 1862.

[See Table No. 3, page 508.]

Table No. 4.

[See Table No. 5, page 508.

Table No. 5.

[See Table No. 6, page 509.]

6.—Comparative Statement of the Increase of the British Trade and Shipping at the Port of New York, for Five Years, 1858 to 1862 inclusive.

[See Table 7, page 510.]

The Returns for 1862 exhibiting an increase of nearly 300 per cent. on that of 1858.

General Trade and Commerce of the Port.

The trade at this port during the past year, compared with that of former years, presents some striking contrasts. The shipments are now, however, valued in nominal currency, while imports are valued as here-

tofore, at the old standard rates for foreign coin. It is necessary to bear this fact in mind in making the comparisons suggested by the following Tables.

The total imports for the year have amounted to $174,652,317, an excess of $12,000,000 over those of 1861, notwithstanding that in specie (included in the totals) there is a decrease compared with 1861 of more than $35,000,000.

The actual excess, therefore, of the imports of merchandise, other than specie, is upwards of $47,500,000. In dutiable goods there will be found to be a greater increase than this, while there is a diminution of free goods, owing to the curtailment of the free list under the new tariff.

The quantity of goods imported declined towards the close of the year under the paralyzing influence of the rise in bills and in the price of notes and gold in which duties are paid. The sudden fluctuations in these two items made the importation of goods a hazardous operation. These depressing influences will operate on the import-trade of the present year.

The exports during the year 1862 were the largest ever recorded, showing a gain over those of 1861 (the largest beyond precedent) of more than $18,000,000 in produce and $55,000,000 in specie. The exports of produce and merchandise, however, as above stated, are reckoned in currency. The average of this variation in value is somewhat difficult to state. Gold began to be at premium in May, and gradually rose, until on the 31st of December it stood as high as at 32 per cent. premium.

Owing to the demand for men to fill the ranks of the Army there has been a scarcity of ordinary labourers, whose wages have risen in proportion.

This will doubtless lead to a revival of emigration from Ireland and Germany, which is already exhibiting a marked increase in the number of emigrants over that of the corresponding period of last year.

The enormous expenditures of the Government for war purposes have led to a brisk and profitable business in manufactures of all kinds, especially in iron and in textile fabrics. These, together with the export trade in provisions and breadstuffs, have imported to New York an air of great bustle and activity, while the population of the city has been kept up to its maximum number.

7.—Foreign Imports at New York during the Year 1862.

[See Table No. 14, page 512.]

8.—Imports of Manufactures in Wool, Cotton, Silk, and Flax, and Dry Goods at New York, during the Years 1860, 1861, and 1862.

[See Table No. 10, page 511.]

9.—Comparative Statement of Foreign Imports at New York for the Years 1853 to 1862 inclusive.

[See Table No. 13, page 512.]

10.—Imports of Foreign Wool at New York during the Year 1862.

Whence Imported.	Bales.	Weight.	Value.
		lbs.	$
England	16,865	6,122,801	1,215,026
France	13,767	4,658,488	752,350
Argentine Republic	3,812	2,865,182	408,798
Belgium	2,035	1,623,581	271,809
Africa	2,822	1,242,308	216,301
Britain Possessions in Africa	1,715	792,454	129,722
Russia	1,969	760,400	109,680
Mexico	2,596	645,037	74,559
pSain	1,545	486,796	72,648
Brazil	736	363,496	54,618
Bremen	580	170,638	50,865
Cisplatine Republic	502	359,427	42,835
Gibraltar	907	260,102	41,716
Chile	330	135,108	27,676
Hamburg	202	95,441	20,828
British East Indies	236	86,914	14,076
Dutch West Indies	111	45,707	7,203
Tuscany	127	42,073	6,627
Turkey	104	25,836	5,499
Portugal	145	29,977	5,191
Other Countries	424	41,193	5,442
Total	51,730	20,852,969	3,533,469
„ first six months of 1862	37,153	16,496,136	2,600,823
Total during 1862	88,883	37,349,105	6,134,292
„ „ 1861	31,016	..	2,006,136
„ „ 1860	30,985	..	2,250,928

11.—Total Exports of Goods and Specie from New York during the Years 1859, 1860, 1861, and 1862.

	$
1859	137,696,187
1860	145,683,451
1861	142,831,151
1862	216,371,843

12.—Classification of Exports from New York during the Years 1859, 1860, 1861, and 1862.

[See Table No. 18, page 514.]

13.—Exports of Domestic Cottons from New York for 1859, 1860, 1861, and 1862.

Destination.	1859.	1860.	1861.	1862.
	Packages.	Packages.	Packages.	Packages.
China	54,686	43,342	31,545	140
Chile	3,041	11,941	4,746	..
Brazil	3,847	7,828	5,037	727
Mexico	2,575	5,014	2,763	2,818
Peru	1,390	4,053	1,574	..
Hayti	885	1,989	1,061	460
New Granada	1,048	1,406	1,953	671
Africa	379	1,407	876	16
Venezuela	380	1,450	1,369	116
Argentine Republic	903	1,082	256	2
Danish West Indies	653	968	479	251
Dutch West Indies	472	911	620	184
British East Indies	2,173	734	85	..
British West Indies	294	447	492	141
Cisplatine Republic	123	545	49	27
British Honduras	261	387	237	32
Australia	388	323	255	..
Liverpool	256	525	37	1
Glasgow	51	180	155	..
Constantinople	..	142	72	..
Cuba	304	181	372	155
Smyrna	137	249	..	..
Marseilles	..	48	93	..
Central America	55	53	23	1
Dutch East Indies	298	..	..	..
Hamburg	..	84	13	..
Sandwich Islands	1,209	..	1,242	..
Canary Islands	..	28	..	13
Porto Rico	..	17	23	17
British North American Colonies	..	10	97	20
Cadiz	..	..	69	..
Queenstown	..	..	25	..
French West Indies	..	..	22	..
Other Ports	194	23	12	..
Total	76,402	85,397	55,639	5,892

14.—Comparative Statement of Receipts of certain Articles of Domestic Produce at New York during the Years 1858 to 1862 inclusive.

[See Table No. 15, page 512.]

15.—Prices of Fifty-Five different Articles in the New York Market, on the last days of 1861 and 1862, respectively.

		Dec. 31, 1861.		Dec. 31, 1862.		Rise per cent.
Sterling Exchange		110 to 110½		145 to 147		36
Gold		Par.		132 133		32½
		$ cts.	$ cts.	$ cts.	$ cts.	
Copper, American Lake ..	100 lbs.	23 00 to	25 00	32 50 to	33 00	33
Coal	ton	4 50	5 00	8 00	8 50	75
Iron, American Pig ..	„	21 00	23 00	31 00	32 00	44
Cordage, Manilla	100 lbs.	9 00	10 75	12 00	12 00	25
Lead, Galena	„	6 50	6 75	8 25	9 50	30
Nails	„	3 25	3 75	4 75	5 00	40
Ashes, Pot	„	5 50	5 75	8 00	8 50	25
Indigo	lb.	1 50	2 00	1 85	2 20	15
Coffee, Brazil	100 lbs.	20 50	21 50	28 00	31 00	40
Cotton, mid. fair	„	29 00	29 50	70 00	71 00	150
Dry Codfish	„	3 27	4 25	4 37	4 75	20
Flour, Western	barrel	5 40	5 60	6 60	6 95	25
India Rubber	lb.	50	52	87½	90	70
Gunny Cloth	100 yds.	13 00	13 50	14 75	15 00	12
Corn, Western	100 bush.	58 50	60 00	81 50	83 00	40
Hay	100 lb.	80	85	95	1 00	18
Wheat	bushel	1 30	1 45	1 50	1 65	15
Hemp, American, dressed,	100 lbs.	10 50	11 25	12 50	14 00	22
Barley	bushel	85	1 00	1 30	1 55	60
Oats	„	37	39	67	69	72
Hides, Rio	100 lbs.	24 50	25 00	27 50	28 50	12
Plaster of Paris	ton	1 50	1 75	2 65	3 00	80
Hops	100 lbs.	14 00	20 00	18 00	25 00	26
Cover Seed	„	7 50	7 75	10 50	11 00	34
Leather, Oak mid ..	„	28 00	30 00	32 00	35 00	17
Mahogany ..	1000 ft. super.	35 00	45 00	45 00	50 00	20
Lime	barrel	60	65	85	90	40
Molasses	gallon	40	45	52	58	30
Turpentine, Spirits ..	„	1 05	1 07	2 50	2 60	150
Rosin	barrel	5 62	5 75	13 50	14 00	140
Oil, Whale	gallon	48	52	83	85	68
Oil, Coal Refined	„	25	35	40	42	33
Silk, Raw	lb.	5 25	6 00	7 75	8 00	50
Pork, Mess	barrel	13 25	13 75	14 25	15 25	10
Beef, Mess	„	5 50	8 00	7 00	9 00	28
Lard	100 lbs.	7 50	8 25	9 50	10 25	25
Cassia	„	35 00	36 00	41 00	42 00	14
Whiskey	100 gals.	25 00	25 50	40 00	42 00	70
Gin	„	33 00	34 00	47 00	48 00	42
Sugar, Cuba	100 lbs.	6 00	6 75	8 25	10 25	33
Tallow, City	„	8 75	9 00	10 75	11 00	27
Tin, Banca	„	30 00	31 00	43 50	44 00	40
Spelter	„	5 50	5 75	7 50	8 00	12
Tobacco, Kentucky ..	„	7 50	20 00	14 00	31 00	60
Whalebone	„	68 00	70 00	150 00	160 00	120
Wool, Fleece	„	52 00	55 00	63 00	66 00	20
Wool, pulled	„	44 00	45 00	64 00	67 00	48
Cotton Shirting	100 yds.	8 00	10 00	28 00	30 00	220
„ Sheetings	„	10 50	14 00	26 00	27 00	120
„ Drills	„	12 50	14 50	28 00	29 00	110
Satinets	„	30 00	60 00	50 00	90 00	58
Flannels	„	15 00	30 00	40 00	45 00	90
Prints	„	8 00	11 00	12 00	20 00	80
Cloths	„	5 00	7 00	11 00	15 00	116
Duck, Ravens'	„	12 00	12 50	18 00	19 00	50
Total		784 49	903 10	1,224 11	1,36079	

16.—Arrivals at the Port of New York during the Year 1862.

Steamers		266
Ships		1,092
Barks		1,296
Barkentines		15
Brigs		1,566
Galliots		3
Schooners		1,239
Barge		1
		5,478
War Steamers	27	29
„ Vessels	2	
Total		5,507

Of the War Steamers and Vessels there were:

British	4
French	19
Haytien	1
Norwegian	1
Spanish	3
Swedish	1
Total	29

Passengers per Steamers	37,650
„ Sailing Vessels	56,957
Total	94,607

	Vessels.	Passengers.
1861	5,507	80,790
1862	5,487	94,607

17.—Rates of Exchange at New York on London during the Year 1862.

	£	£	Per cent.	
February	113	113½	3	3½
March	112	113	3	3½
April	111½	112½	1	1¼
May	112½	113⅛	1½	1¾
June	114	115	3¾	4¼
July	120	122	8	9¼
August	125	127	15	16
September	128	130	16	17
October	132	134	22	23
November	143	145	31	31½
December	144	146	31⅝	31¾
December 31	146	147	31¾	32

New York, March 30, 1863.

NEW YORK.

Report by Mr. Consul Archibald on the Trade of New York for the Year 1863.

Shipping.—The steady increase of the trade in British ships to this port, noticed in my Report of last year, continued during the whole of the year 1863, exhibiting, in the number of ships entered and cleared respectively, an excess of the number for the year 1862, very nearly equal to the excess in the numbers for 1862 beyond those of 1861. The increase in tonnage and number of men, however, has been in a much greater ratio, there having been a considerable addition of large ships and steamers to those usually employed in the trade in British vessels to this port.

Table No. 1.

Years.	Entered.					
	Vessels.	Tonnage.	Crews.	Increase.		
				Vessels.	Tonnage.	Crews.
1863	2,360	854,806	34,761	398	218,094	7,189
1862	1,962	636,712	27,572	447	170,827	5,325
1861	1,515	465,885	22,247	..	..	..
	Cleared.					
1863	2,554	1,014,049	37,602	536	367,036	9,830
1862	2,018	647,013	27,772	532	192,126	6,398
1861	1,486	454,887	21,374	..	..	..

Towards the close of the year the exports of domestic produce declined, owing principally to the bountiful harvests of the past year in Europe; but the imports of foreign goods nevertheless were on the increase, thus furnishing employment to our shipping, though at less remunerative freights than during the preceding year, owing to the greater competition for freights from hence to the United Kingdom.

The purchase by British subjects, and the provisional registry at this port, of foreign-built vessels, chiefly American, exceeded in number and tonnage the transactions of any previous year; the total number of vessels of all classes, as will be seen by Table No. 5, having been 294, of an aggregate tonnage of 115,769 tons. A large proportion of these vessels was purchased owing to the decay of trade in American vessels, and their consequent cheapness; but a still larger proportion, although transferred in compliance with the provisions of our registry laws, has been disposed of, in order to escape the hazard of capture by the cruizers of the so-called Confederate States.

Seamen have been in great and increasing demand, owing to the great drain of them to man the United States ships of war. Great numbers, too, have been enticed into the military service of the United States. Rates of wages have advanced accordingly, and the bounties paid for men

to complete the crews of merchant vessels ready for sea have ranged as high even as $120 per man. Shipmasters have consequently experienced great difficulty and expense in manning their vessels and in keeping their crews when engaged. Some estimate of the disturbance of this branch of industry may be formed from the fact that during the year 1863 no fewer than 21,039 seamen were engaged, discharged, or reported as deserted, at this consulate.

General Trade and Commerce of the Port.

Imports.—The returns of imports for the past year exhibit an increase in values, over those of the year 1862, of about thirteen millions of dollars, the imports of goods of all kinds and specie for 1863 being $187,614.577, against $174,652,317 in 1862. The increase is almost entirely in dry goods. The total imports, nevertheless, during the last year, as will be seen by the following returns, are less than those of 1859 and 1860, the two years preceding the war, by about fifty millions of dollars. The values of imports are the invoiced specie values.

Exports.—The total exports for 1863 show a large gain over those of 1862, being greater in nominal value by about $14,000,000. Compared with 1859, the increase will be found to be very great, nearly two hundred per cent. The total shipments for 1859, exclusive of specie, were $67,980,321, while those of the past year have amounted to $170,710,968. It must be borne in mind, however, that the exports are valued *in currency;* and the increase in the quantities and in the gold values of exports must be taken subject to a reduction proportionate to the average premium on gold during the last year, which was about 45 per cent.

Revenue.—The receipts for customs at this port during the year were in excess of those of the year 1862 by about six and a-half millions of dollars, and being in amount nearly three times the sum collected in the year 1861, when the foreign trade of the port was so severely affected by the war. The duties have been collected in coin, with the exception of about two millions of interest-bearing treasury notes and demand notes. The paper receivable for duties being exhausted duties, will henceforth be collected altogether in coin.

Table No. 2.

	Entered.			Cleared.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1862:—						
Direct Trade in British Vessels from and to Great Britain and British Colonies	1,043	177	1,220	1,514	36	1,550
Indirect Trade in British Vessels from and to other Countries	607	135	742	450	18	468
1863:—						
Direct Trade in British Vessels from and to Great Britain and British Colonies	1,430	86	1,516	1,384	53	1,437
Indirect Trade in British Vessels from and to other Countries	724	120	844	1,069	48	1,117

Table No. 3.

	Entered.			Cleared.		
	No. of Vessels.	Tonnage.	Crews.	No. of Vessels.	Tonnage.	Crews.
1862:—						
Total Direct and Indirect Trade in British Vessels	1,962	636,712	27,573	2,018	647,013	27,772
1863:—						
Total Direct and Indirect Trade in British Vessels	2,360	854,806	34,761	2,554	1,014,049	37,602
Total British Steamers entered and cleared (included in above)	184	385,029	14,412	185	405,233	14,821

4.—Foreign-Built Vessels purchased by British Subjects, and cleared with Provisional Certificates of Registry during the Year 1863.

(Included in the clearances of preceding Tables.)

Description.	Number.	Tonnage.	Crews.
Steamers ..	9	1,818	235
Ships	66	52,589	1,378
Barques ..	83	33,484	972
Brigs	55	19,362	469
Brigantines ..	12	1,424	81
Schooners ..	68	7,085	366
Sloops ..	1	7	3
Total ..	294	115,769	3,504

Table No. 5.

	Imports.		Exports.	
	American.	Foreign.	American.	Foreign.
	$	$	$	$
1858	97,143,364	54,005,844	56,451,606	29,218,259
1859	139,505,156	104,549,748	74,471,927	63,274,900
1860	137,382,296	100,379,493	96,511,297	49,543,656
1861	70,382,977	91,301,522	95,221,536	47,682,153
1862	69,199,104	113,645,659	79,430,719	120,235,873
1863	38,113,376	145,902,984	44,387,878	174,868,325

N.B.—No Returns are kept at the Custom-house which show the value of Imports and Exports in the vessels of the respective foreign nations, and it is not practicable to obtain at this Consulate statistics of these values in British vessels.

Table No. 6.

	1858.			1859.			1860.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United States Vessels—									
Arrived	2,483	1,260,043	38,576	2,587	1,303,120	39,858	2,872	1,487,539	44,881
Cleared	1,891	934,752	30,965	1,953	983,439	32,049	2,360	1,297,176	39,890
British Vessels—									
Arrived	691	212,845	11,363	944	323,207	16,787	1,160	377,205	18,326
Cleared	690	207,972	11,160	940	317,937	15,890	1,128	376,854	18,230
All other Foreign Vessels—									
Arrived	277	157,752	5,918	362	202,412	8,075	357	204,449	7,664
Cleared	281	163,330	5,987	331	184,393	7,547	342	197,626	7,284

	1861.			1862.			1863.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United States Vessels—									
Arrived	3,035	1,613,958	44,776	2,693	1,472,989	39,762	1,722	986,713	27,781
Cleared	2,612	1,494,881	41,598	2,200	1,281,722	34,543	1,160	776,613	21,679
British Vessels—									
Arrived	1,515	465,885	22,247	1,962	636,712	27,572	2,360	854,806	34,761
Cleared	1,486	454,887	21,374	2,018*	647,013	27,772	2,554†	1,014,049	37,602
All other Foreign Vessels—									
Arrived	428	328,561	11,245	751	442,780	14,483	1,022	540,828	26,594
Cleared	510	357,165	12,049	841	573,782	15,196	1,152	600,942	27,118

* Including in the clearances of British vessels for the year 1862, 45 foreign-built vessels (14,665 tons, 475 men) purchased by British subjects, and cleared with provisional certificates of registry.

† Including in the clearances of British vessels for the year 1863, 294 foreign-built vessels (115,769 tons, 3,504 men) purchased by British subjects, and cleared with provisional certificates of registry. See preceding Table, No. 4.

7.—Comparative Statement of the Increase of British Trade and Shipping at the Port of New York, for the six Years, 1858 to 1863 inclusive.

Year.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1858	691	212,845	11,363	690	207,972	11,160
1859	944	323,207	16,787	940	317,937	15,890
1860	1,160	377,205	18,326	1,128	376,854	18,230
1861	1,515	465,885	22,247	1,486	454,887	21,374
1862	1,962	636,712	27,572	2,018	647,013	27,772
1863	2,360	854,806	34,761	2,554	1,014,049	37,602

The Returns for 1863 exhibiting an increase of 250 per cent. on that of 1859.

8.—Vessels arrived at the Port of New York, 1863.

Nations.	Steamers.	Ships.	Barques.	Brigs.	Schooners.	Total.
British	184	174	409	911	682	2,360
American	103	461	389	436	333	1,722
Argentine Confederation	..	1	5	2	..	8
Austrian	..	15	34	18	..	67
Belgian	..	..	4	1	..	5
Bremen	21	62	80	25	..	188
Brazilian	..	..	..	6	4	10
Chilian	..	1	..	..	..	1
Columbian	..	..	..	1	..	1
Danish	..	1	26	46	15	87
Dutch	..	..	9	29	3	41
French	1	17	41	14	3	76
Greek	..	..	..	..	1	1
Hamburg	27	19	12	12	2	72
Hanoverian	..	8	11	9	..	28
Honduras	..	..	..	..	1	1
Italian	..	7	36	31	2	74
Mecklenburg	..	4	14	4	..	22
Mexican	..	..	..	1	2	3
Nicaraguan	..	..	..	..	1	1
Norwegian	..	15	52	34	1	102
Oldenburg	..	1	5	6	..	12
Portuguese	..	1	6	11	4	22
Prussian	..	11	80	32	..	123
Russian	..	2	11	1	..	14
Spanish	..	1	3	9	6	19
Swedish	1	..	19	14	4	38
Venezuelan	..	..	5	1	..	6
Total	337	801	1,251	1,654	1,064	5,104

War Vessels arrived:

British	9
French	20
Italian	1
Russian	6
Spanish	2
Total	38

9.—Arrivals of Vessels in New York, and the Number of Passengers.

Year.	Foreign.	British.	Passengers from Foreign Ports.	Passengers from California.
1851	3,888	966	299,081	18,207
1852	3,822	1,013	310,335	12,158
1853	4,105	945	299,425	15,517
1854	4,173	809	331,809	15,929
1855	3,391	610	152,234	13,400
1856	3,809	719	159,284	11,925
1857	3,002	715	203,499	11,265
1858	3,483	685	97,632	8,860
1859	4,027	980	101,320	16,949
1860	4,451	1,132	126,627	10,710
1861	5,122	1,449	80,790	9,117
1862	5,487	1,919	94,607	7,421
1863	5,120	2,360	178,727	11,561

10.—Imports of Dry Goods at New York.

Description of Goods.	1860.	1861.	1862.	1863.
Manufactures of—	$	$	$	$
Wool	34,975,011	16,720,931	25,718,592	29,703,956
Cotton	18,415,258	7,192,524	8,501,512	7,913,957
Silk	35,582,035	13,384,411	11,568,807	15,534,469
Flax	8,952,812	3,580,303	7,666,946	10,381,059
Miscellaneous Goods ..	6,901,984	2,808,520	2,665,370	3,731,106
Total .. $	104,827,100	43,686,689	56,121,227	67,264,547

11.—Imports of Foreign Dry Goods at New York.

Year.	Invoiced Value. $
1849	44,435,571
1850	60,106,375
1851	62,846,731
1852	61,654,144
1853	93,704,211
1854	80,842,936
1855	64,974,062
1856	93,362,893
1857	90,534,129
1858	60,154,509
1859	113,152,624
1860	103,927,100
1861	43,636,689
1862	56,121,227
1863	67,274,547

12.—Imports at New York.

	1861.	1862.	1863.
	$	$	$
Dry Goods	43,636,689	56,121,227	67,274,547
General Merchandise ..	82,043,688	117,140,813	118,814,219
Specie	37,088,413	1,390,277	1,525,811
Total Imports ..	$162,768,790	174,652,317	187,614,577

13.—Foreign Imports at New York.

Year.	Dutiable.	Free Goods.	Specie.	Total.
	$	$	$	$
1853	179,512,412	12,156,387	2,429,083	194,097,652
1854	163,494,984	15,768,916	2,107,572	181,371,472
1855	142,900,661	14,103,946	855,631	157,860,238
1856	193,839,646	17,902,578	1,814,425	213,556,649
1857	196,279,362	21,440,734	12,898,033	230,618,129
1858	128,578,256	22,024,691	2,264,120	152,867,067
1859	213,640,363	28,708,732	2,816,421	245,165,516
1860	201,401,683	28,006,447	8,852,330	238,260,460
1861	95,326,459	30,353,918	37,088,413	162,768,790
1862	149,970,415	23,291,625	1,390,277	174,652,317
1863	174,521,766	11,567,000	1,525,811	187,614,577

14.—Imports at New York.

	1859.	1860.	1861.	1862.	1863.
	$	$	$	$	$
Entered for Consumption	176,765,309	154,660,498	54,254,231	104,483,984	114,377,429
Entered for Warehouse	36,875,054	46,741,185	41,072,228	45,486,431	60,144,337
Free Goods	28,703,732	28,006,447	30,353,918	23,291,625	11,567,000
Specie	2,816,421	8,852,330	37,088,413	1,390,277	1,525,811
Total .. $	245,160,516	238,260,460	162,768,790	174,652,317	187,614,577
Withdrawn from Warehouse	26,857,089	31,103,924	39,717,259	41,563,754	50,851,167

15.—Receipts of certain Articles of Domestic Produce at the Port of New York for Six Years.

	1858.	1859.	1860.	1861.	1862.	1863.
Ashes .. .. barrels	18,769	24,736	23,191	19,983	19,287	17,181
Breadstuffs—						
Wheat Flour „	3,896,525	3,191,822	3,581,420	4,968,971	5,384,872	4,574,059
Corn Meal .. „	97,793	92,701	109,731	98,519	251,319	252,729
Wheat .. bushels	4,319,919	3,818,092	17,072,796	28,429,135	29,280,629	17,937,856
Rye .. .. „	327,454	334,491	206,008	775,665	957,729	439,567
Oats .. .. „	2,149,233	4,226,920	4,685,656	4,852,009	5,435,016	11,076,035
Barley .. „	735,275	1,527,400	1,251,007	1,854,301	1,865,615	2,143,485
Peas .. .. „	..	..	..	310,398	211,140	267,490
Corn .. .. „	7,952,153	2,692,818	11,470,638	20,725,166	18,584,799	14,243,599
Cotton .. .. bales	422,871	457,139	493,083	243,122	103,585	129,611
Naval Stores—						
Crude Turpentine brls.	91,319	89,734	54,508	32,254	3,404	3,547
Spirits Turpentine „	146,891	156,696	159,966	46,097	8,950	4,663
Rosin .. „	557,934	701,958	630,252	198,772	38,978	11,187
Tar .. .. „	33,999	39,563	50,875	49,506	7,345	11,795
Pitch .. „	4,130	3,146	6,887	2,367	2,938	1,087
Provisions—						
Pork .. packages	168,618	163,124	88,090	138,770	377,819	426,981
Beef .. .. barrels	123,022	161,707	99,820	119,028	276,346	206,519
Cut Meats packages	99,909	73,359	62,292	105,835	329,265	463,995
Butter .. „	400,851	353,648	437,164	539,234	668,842	518,537
Cheese .. „	500,629	599,140	805,143	988,718	853,655	789,070
Lard { tierces & brls.	..	66,234	53,247	126,942	397,431	400,928
Lard { .. kegs	..	24,866	30,095	60,305	89,838	41,144
Tobacco hogsheads	..	..	..	..	63,362	..
Whiskey .. barrels	140,380	103,463	187,769	311,019	364,791	261,814

16.—TABLE showing the Quantities and Values of certain leading Articles imported into New York (other than dry goods and specie) during the Years 1862 and 1863. The values are invoiced specie values.

[The quantity is given in packages when not otherwise specified.]

	1862.		1863.	
	Quantity.	Value.	Quantity.	Value.
		Dollars.		Dollars.
Building Stones	...	2,481	...	25,691
Cigars	...	1,012,162	...	608,403
Coals ... tons	366,990	901,311	305,884	808,456
Cotton ... bales	70,565	6,121,403	103,542	13,153,314
China	4,578	210,968	4,843	263,218
Earthenware	27,357	887,322	32,966	1,067,477
Glass	123,128	226,287	74,195	171,536
Glassware	5,197	137,351	6,102	156,085
Coffee	479,196	8,517,284	391,918	7,796,635
Barytes	753	3,678	100	401
Brimstone	116,474	334,223	25,330	201,676
Gypsum	200	2,261	...	...
Indigo	7,743	2,083,180	4,039	713,730
Nitrate Soda	1,000	14,453	500	170,976
Oils, unspecified	545	47,631	993	101,212
Oil, Cod	1,415	39,796	619	30,329
,, Linseed	401	35,513	145	10,623
,, Olive	59,340	235,263	41,313	167,561
,, Palm	1,101	71,298	915	59,508
Saltpetre	409	336,439	20	392,349
Fish	...	569,815	...	620,159
Flax	896	35,316	2,366	198,974
Oranges	...	442,223	...	362,616
Raisins	...	442,541	...	568,064
Furs	3,985	1,435,518	4,966	1,912,166
Furniture	115	9,767	107	15,756
Grindstones	10	18,687	104	11,160
Gunny Cloth	10,737	189,457	9,608	189,077
Gutta Percha	1,237	62,262	132	10,088
Guano	...	...	1,460	2,492
Hemp	77,646	859,641	84,733	965,909
India-rubber Goods	18,496	992,348	32,211	1,407,636
Jute	150	1,522	615	910,522
Hides, dressed	3,149	1,189,773	2,921	1,084,708
,, undressed	...	5,134,345	...	5,966,385
Alcohol	...	...	11	416
Ale	4,693	47,153	5,074	49,464
Brandy	13,605	477,213	8,017	261,234
Beer	1,125	9,468	1,895	16,059
Champagne	68,182	411,799	101,901	601,028
Cordials	2,477	16,611	1,451	11,750
Gin	33,902	442,971	9,109	105,353
Porter	2,245	20,036	3,094	25,546
Rum	939	38,479	663	33,882
Whisky	1,850	122,002	1,159	51,362
Wines	128,388	860,710	181,774	1,198,283
Chains and Anchors	6,136	316,464	6,665	334,641
Copper	5	670,478	...	574,286
Cutlery	5,130	1,203,856	2,574	2,975,413
Guns	44,033	9,662,206	13,996	2,975,413
Hardware	2,788	415,957	3,179	501,253
Iron, hoop ... tons	1,927	83,487	3,110	134,955
,, pig ... ,,	17,472	203,375	26,375	397,916
,, railroad ... bars	98,658	500,419	275,855	1,484,974
,, sheet ... tons	6,440	329,461	5,202	270,576
,, tubes	17,373	32,391	52,719	142,794
,, other ... tons	27,939	1,301,120	49,127	2,457,575
Lead, pigs	563,423	3,075,313	268,232	1,520,509
,, ore	...	48,451	...	3,524
Metal Goods	8,525	365,774	16,272	597,791
Nails	4,429	77,142	3,308	62,072
Steel	93,992	1,602,391	119,699	2,083,842
Tin, plates ... boxes	481,117	2,992,025	557,745	3,290,815
,, slabs ... lbs.	4,975,090	1,182,626	2,598,289	584,790
Zinc ... ,,	4,913,917	228,822	4,769,086	228,210
Molasses	86,701	1,562,904	92,394	1,928,598
Potatoes	...	253,557	...	100,255
Rags	16,239	285,926	68,884	1,288,411
Rice	4,739	1,184,143	...	842,362
Salt	...	550,161	...	373,725
Linseed	145,783	608,529	278,756	1,276,157
Soap	52,378	165,345	22,543	75,064
Stationery, &c.	7,152	768,445	10,936	927,445
Sugars ... hhds., barrels, and tierces.	272,195	12,517,034	235,911	10,855,952
,, ... boxes and bags	280,194	2,210,564	310,084	3,678,627
Tea	726,527	8,676,245	511,903	6,796,102
Tobacco	56,181	1,569,095	...	...
Wool ... ... bales	89,930	6,227,970	114,864	8,538,021

17.—Exports from New York to Foreign Ports, exclusive of Specie.

	1859.	1860.	1861.	1862.	1863.
	$	$	$	$	$
First Quarter	13,725,642	20,827,086	33,477,742	32,075,568	50,614,908
Second Quarter ..	17,883,621	22,740,760	33,123,489	29,798,344	41,046,726
Third Quarter.. ..	17,637,253	26,079,326	30,075,918	45,313,299	38,825,587
Fourth Quarter ..	18,733,805	33,845,108	41,917,752	49,747,611	40,323,747
Total.. ..	$67,980,321	103,492,280	138,594,901	156,934,822	170,710,968

18.—Exports from New York.

	1859.	1860.	1861.	1862.	1863.
	$	$	$	$	$
Domestic Produce ..	59,929,531	95,468,296	131,235,995	149,179,591	164,249,177
Foreign Free	5,050,909	2,258,710	2,154,947	2,853,848	1,037,212
Foreign Dutiable ..	2,999,888	5,765,274	5,203,959	4,901,383	5,425,579
Specie and Bullion ..	69,715,866	42,191,171	4,236,250	59,437,021	49,754,066
Total $	137,696,204	145,683,451	142,831,151	216,371,843	220,466,034

19.—Exports of Domestic Cottons from the Port of New York to Foreign Ports.

Destination.	1859.	1860.	1861.	1862.	1863.
	Packages.	Packages.	Packages.	Packages.	Packages.
Mexico	2,475	4,873	2,766	2,427	1,886
Dutch West Indies	531	664	569	84	9
Swedish West Indies ..	..	47	38	..	..
Danish West Indies.. ..	696	952	522	316	29
British West Indies	227	497	537	165	149
Spanish West Indies ..	366	193	374	140	66
St. Domingo	977	2,196	1,257	484	63
British North America ..	78	10	60	23	16
New Granada	967	1,381	2,005	609	350
Brazil	3,637	8,103	5,400	953	86
Venezuela	919	1,328	1,421	141	32
Argentine Republic.. ..	903	1,111	480	145	13
Cisalpine Republic	..	..	..	..	19
Central America	55	53	23	1	1
West Coast, South America..	6,806	13,294	5,299	1	..
Honduras	259	389	245	12	5
Africa	323	1,406	876	49	11
Australia	135	323	180	3	..
East Indies and China ..	53,663	47,785	31,911	137	5
All others	1,793	1,792	1,823	47	30
Total	74,549	86,318	55,736	5,977	2,776
„ from Boston	32,661	33,588	18,146	4,238	422

20.—Exports from New York to Foreign Ports of certain leading Articles of Domestic Produce for Three Years.

		1861.	1862.	1863.
Ashes, Pots	barrels	13,608	9,503	9,146
Ashes, Pearls	„	3,507	1,580	1,264
Beeswax	lbs.	238,553	122,349	170,230
Breadstuffs—				
Wheat Flour	barrels	3,110,646	2,961,518	2,527,338
Rye Flour	„	11,807	8,397	5,461
Corn Meal	„	108,385	132,606	140,561
Wheat	bushels	28,889,914	25,564,755	15,424,889
Rye	„	1,000,405	1,104,549	416,369
Oats	„	160,825	210,669	126,556
Barley	„	3,927	42,061	52,439
Peas	„	139,284	113,819	110,911
Corn	„	12,456,265	12,020,848	7,533,431
Candles	boxes	93,315	138,595	125,587
Coal	tons	36,536	80,884	53,713
Cotton	bales	152,562	24,400	13,945
Hay		15,776	48,674	19,936
Hops		28,377	33,409	25,409
Naval Stores—				
Crude Turpentine	barrels	21,571	17	22
Spirits, Turpentine	„	18,825	788	884
Rosin	„	208,061	18,200	4,172
Tar	„	26,646	4,601	8,184
Pitch	„	3,080	906	1,684
Oils, Whale	gallons	1,196,468	1,554,359	269,634
Oils, Sperm	„	1,030,328	756,173	510,648
Oils, Lard	„	110,401	710,885	803,469
Oils, Linseed	„	35,626	35,640	17,344
Provisions—				
Pork	barrels	116,654	171,302	192,903
Beef	„	29,013	32,977	41,632
Beef	tierces	33,924	27,765	62,868
Cut Meats	lbs.	50,565,732	145,102,758	183,519,060
Butter	„	23,159,391	30,603,235	23,060,799
Cheese	„	40,041,225	39,200,439	40,781,168
Lard	„	47,290,409	126,651,091	120,881,862
Rice	tierces	15,867	701	182
Rice	barrels	15,527	12,143	12,044
Tallow	lbs.	25,820,335	43,866,920	43,487,731
Tobacco, crude	packages	116,598	113,575	107,439
Tobacco, manufactured	lbs.	3,152,484	1,598,044	3,542,210
Whalebone		975,075	1,191,907	259,185

21.—Receipts of Customs at the Port of New York, 1859 to 1863 inclusive.

	$
1859	38,834,242
1860	36,027,481
1861	21,714,981
1862	52,254,116
1863	58,886,054

22.—Rates of Exchange on London during the Year 1863.

		£	£			£	£
January	3	146 to	147½	July	18	138 to	139
	17	160	162	August	1	140	141¾
	31	171	177		15	137½	138½
February	14	170	171		29	135½	136¾
	28	185	188	September	12	142	144½
March	14	168	171		26	151	152¼
	28	157	161	October	10	160½	162
April	11	158	162		24	158	159
	25	163	165	November	7	161	163
May	9	168	170		21	168	169½
	23	161	163	December	5	160	161½
June	6	158½	160		19	164	166
	20	155	157		26	165½	166¼
July	4	159	160½				

23.—Rate of Premium on Gold during the Year 1863.

January	3	34½ to	34¾	July	18	23 to	23½
	17	40	49	August	1	28¾	29
	31	40⅞	60¼		15	25	25⅓
February	14	53⅓	53¼		29	24½	24½
	28	71	72	September	12	28	29
March	14	54¼	54½		26	39	39⅓
	28	41	42	October	10	46¾	47
April	11	46	52½		24	45⅝	46
	25	47	51½	November	7	47⅜	47½
May	9	58½	47		21	46½	54½
	23	48¾	49	December	5	48¼	48½
June	6	46	46¼		19	49½	51⅓
	20	42	43⅛		26	51⅓	52¼
July	4	44	44½				

24.—Return of the Banks of the City of New York for each Month of the Year 1863.

	Loans.	Specie.	Circulation.	Net Deposits.
1863.				
Jan. 3	173,810,009	35,954,550	9,754,355	159,163,246
Feb. 7	179,892,161	38,243,839	8,780,154	166,342,777
March 7	181,098,322	39,705,089	8,693,175	174,689,212
April 4	173,038,019	34,257,121	8,348,094	160,216,418
May 2	177,364,956	36,846,528	7,201,169	167,696,916
June 6	182,745,080	37,241,670	6,341,091	162,767,154
July 4	174,337,384	38,302,826	5,998,914	158,642,825
Aug. 1	176,208,597	33,746,681	5,700,452	161,173,146
Sept. 5	178,477,037	31,989,381	5,456,016	158,110,687
Oct. 3	206,442,874	30,064,614	5,375,586	182,653,494
Nov. 7	193,436,841	28,783,281	6,100,335	159,499,193
Dec. 5	172,957,251	27,099,695	6,178,414	138,195,914
1864.				
Jan. 2	174,714,465	25,161,935	6,103,331	140,250,856

New Yo k, April 30, 1864.

PENNSYLVANIA.

Report by Mr. Consul Kortright on the Trade and Commerce of the State of Pennsylvania for the Year 1863.

NOTE.—Owing to the great fluctuations in gold, the figures are calculated in currency alone.

THE terrible ordeal through which the United States has been passing during the year 1863 has tended to subvert the normal state of things, and great changes in the financial, industrial, and commercial resources of the country have been the natural and inevitable consequence.

The State of Pennsylvania, however, may be said to have borne the brunt of civil warfare with an appearance, on the surface, of extraordinary prosperity.

The channels of trade, though choked at the commencement of the revolution, have found a new outlet in the development of the mineral, oil, and manufacturing interests of the State, and large fortunes have been rapidly made,—to be as speedily lost when the inevitable crisis arrives.

The national currency continues to swell with the progress of the war; national banks are set in motion in every city; money is abundant; speculation rife, and the standard value of almost every article of commerce is lost sight of in the inflation of paper-money. Contraction of the Government funds may be wished for by the discreet few, but the masses of the people seem to be content, and quietly submit to the war and the the enormous rise of prices of every article of domestic consumption. How far they will submit patiently to the heavy burthens of taxation with which they are threatened remains to be seen.

The fluctuations in the prices of gold have been extraordinary, as the following Table will show:—

	Highest Price per cent.	Lowest Price per cent.		Highest Price per cent.	Lowest Price per cent.
January .	1·63	1·33⅝	July . .	1·58½	1·25
February .	1·72	1·52¼	August .	1·40	1·24
March	1·71	1·39	September .	1·53¾	1·26⅞
April . .	1·57½	1·45	October .	1·72¼	1·40⅛
May . .	1·69	1·43	November .	1·61	1·43
June . .	1·60¼	1·40	December .	1·68	1·47⅜

This marked difference between paper and coin proves how utterly its control is beyond the power of any regulation adopted by the Government to lessen it, and causes the steady advances of the prices of all articles.

Perhaps the most unfavourable feature in the commercial affairs of this country is the large export of gold to pay for past importations of foreign goods, accompanied by continued imports upon a most extravagant footing. The country is rich in the product of the soil, and in ordinary years can afford to part with a large portion of her accumulative wealth; but the present heavy expenditures of the Government, the large accessions to the National Debt, at a ratio unprecedented hitherto in the history of commercial nations, fast equalling the National Debt of England, and the

growing extravagance of the people, all tend to a fearful and not far distant financial crisis. Prudence and economy are not recognized by corporation or individual. The ships that arrive with cloths, cambrics, jewellery, and wines, depart laden with gold. The importations of foreign luxuries have greatly tended to the high rates of exchange on Europe. The highest rate on London was 188½, and on Paris 3·00. The following is the range for each month :—

	London.		Paris.	
January	146½ —	177	3·85 —	3·15
February	169	188½	3·32	3·00
March	160	177½	3·57	3·27½
April	164	172	3·55	3·25
May	157	169	3·50	3·32
June	155	159	3·65	3·52½
July	137	160½	4·11¼	3·51½
August	135⅛	142	4·15	3·98¼
September	136¾	154¼	4·11¼	3·65
October	156¾	172¼	3·65	3·26¼
November	161	168¾	3·53¾	3·50
December	162	167¾	3·52½	3·37½

A marked feature in the money-market of the country is the immense number of incorporated stock companies for mining and other purposes. At no period in the history of this State has capital been so attracted towards mining enterprises as since the commencement of the war. The enactment of high protective duties has greatly excluded the mineral products of other countries, while the abundance of money has supplied ample facilities for accepting the inducement to mining operations. The result has been that within the past year a very large number of copper, lead, zinc, coal, iron, and oil corporations have been organized in this State, some of which promise to be highly remunerative investments, while the majority of them are of a questionable character.

Shipping and Navigation.—The activity and enterprize of parties now engaged in promoting the establishment of adequate shipping lines from Philadelphia to foreign ports, and especially the organization of steam lines to European ports, warrant the belief that but few months will now elapse before a full line of steamers will be actually again running between this port and Liverpool.

The American packet lines have suffered great losses by capture and sales to foreign purchasers to avoid capture. Very few of the sailing-ships which, for half a century, have formed successful lines to Liverpool, London, Havre, South America, and the East Indies, are likely to remain in American hands at the close of the war, as, rather than venture a return home from distant voyages, they are sold to foreigners. The Table exhibits the number, class, tonnage, and crews of American vessels transferred to British ownership at this Consulate during the year.

AMERICAN VESSELS purchased by British Subjects in 1863.

Class.	Number of Vessels.	Tonnage.	Crews.
Ships . .	2	1,673	40
Barques .. .	11	3,605	105
Brigs . .	7	1,624	54
Schooners . .	3	247	16
	23	7,149	215

The following is a comparative statement of the trade in British vessels for the past five years :—

COMPARATIVE STATEMENT showing the Trade in British Vessels at the Port of Philadelphia for the five years from 1859 to 1863 inclusive.

ENTERED.

Year.	Number of Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
1859	90	14,585	4,372	106,778
1860	113	19,521	905	186,085
1861	118	24,800	1,029	245,535
1862	158	36,240	1,273	142,596
1863	246	66,803	2,277	850,386

CLEARED.

Year.	Number of Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
1859	87	13,186	696	127,240
1860	109	12,057	891	208,020
1861	115	23,169	982	302,779
1862	149	34,575	1,217	403,202
1863	234	61,098	2,117	1,081,502

The following is a statement of American vessels which have entered and cleared during the same period, viz., from 1859 to 1863 :—

COMPARATIVE STATEMENT of American Shipping at the Port of Philadelphia for the last five years, from 1859 to 1863, inclusive.

ENTERED.

Years.	From foreign Countries.		From other American Ports.	
	Vessels.	Tons.	Vessels.	Tons.
1859	292	137,834	1,089	337,003
1860	592	193,911	1,607	477,723
1861	392	130,629	1,078	282,515
1862	...	...	...	...
1863	388	115,687	4,049	591,770

CLEARED.

Years.	To Foreign Countries.		To other American Ports.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1859	300	90,448	1,175	422,245
1860	500	159,025	1,663	565,729
1861	452	155,566	...	...
1862	...	...	...	...
1863	305	102,936	7,458	861,613

The above Table does not include all the vessels engaged in the coasting trade, but only such vessels as have entered and cleared at the Custom-house.

The following Table will show the number of vessels engaged in the coasting trade for the last five years. Most of these vessels sail under "Certificates of License," and are not required to enter or clear at the

Custom-house; and this traffic is limited exclusively to American bottoms.

ARRIVAL OF VESSELS engaged in the Coasting Trade at Philadelphia during the last five years, from 1859 to 1863 inclusive.

1859.	1860.	1861.	1862.	1863.
36,378	37,904	34,577	35,164	34,096

Prize Court.—The number and value of prizes captured and sent to the port of Philadelphia for adjudication, charged with attempting to violate the blockade of the Southern coast, since the commencement of the blockade to the 1st of November, 1863, were as follows:—

Number of Cases.	Gross Amount of Sales.	Costs and Expenses.	Net Amount for Distribution.
	Dollars.	Dollars.	Dollars.
57	1,859,434 76	149,806 6	1,670,512 97

One-half of the net proceeds for distribution is set apart by law as a Naval Pension Fund, the other half is distributed among the captors.

Trade and Commerce.—In the Appendix a full return of imports and exports for the year is given. In the following synopsis of the imports and exports for the last ten years, it is to be observed that since the commencement of the war the imports have decreased greatly, while the exports have very largely increased. It is, however, to be stated that the most valuable goods consigned to Philadelphia are imported through New York, and do not enter into the statistics of this port.

FOREIGN Exports and Imports at Philadelphia.

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	Dollars.	Dollars.		Dollars.	Dollars.
1853	6,527,996	18,834,410	1859	5,298,095	15,603,769
1854	10,104,416	21,359,306	1860	7,839,286	14,531,352
1855	6,274,338	15,309,935	1861	10,277,938	8,094,161
1856	7,144,488	16,585,685	1862	11,518,970	8,327,976
1857	7,135,156	17,850,630	1863	10,628,968	6,269,530
1858	5,987,251	12,890,369			

The following is a correct summary of the imports and exports for the year 1863:—

IMPORTS.

	Free.	Paying Duties.	Total.
	Dollars.	Dollars.	Dollars.
Quarter ending March 31, 1863—			
In American vessels - -	33,224	916,582	949,806
In foreign vessels - -	64,685	417,028	481,713
Quarter ending June 30, 1863—			
In American vessels - -	38,373	1,353,034	1,391,407
In foreign vessels - -	68,526	774,696	843,222
Quarter ending September 30, 1863—			
In American vessels - -	58,861	774,695	803,556
In foreign vessels - -	58,687	600,661	659,348
Quarter ending December 31, 1863—			
In American vessels - -	23,756	454,564	478,320
In foreign vessels - -	103,707	751,979	855,686
Total - - -	449,819	6,013,199	6,463,058

EXPORTS.

	In American Vessels.	In Foreign Vessels.	Total.
	Dollars.	Dollars.	Dollars.
1st Quarter	2,130,357	1,483,439	3,613,796
2nd Quarter	1,305,968	1,777,608	3,083,576
3rd Quarter	508,341	1,217,791	1,726,132
4th Quarter	804,921	1,578,747	2,383,668
Totals	4,749,587	6,057,585	10,078,172

Duties.—Duties on merchandize imported into Philadelphia:—

		Dollars	c.
In American vessels	value	1,766,448	89
In foreign vessels	„	1,248,866	83
Total Duties received	„	3,015,215	72

Agriculture.—The crops for 1863, with the exception of the corn rop, were favourable, but a severe frost having extended over a large rea of country did great damage to the corn and tobacco crops. From areful estimates the crops show the following results:—

	Bushels.
Wheat crop in 1862	189,993,500
Ditto in 1863	191,068,239
Being an Increase of	1,074,739
Rye crop in 1862	21,254,956
Ditto in 1863	20,798,287
Being a Decrease of	456,669
Barley crop in 1862	17,781,464
Ditto in 1863	16,760,597
Being a Decrease of	1,020,867
Oats crop in 1862	172,520,997
Ditto in 1863	174,858,167
Being an Increase of	2,337,170
Corn crop in 1862	586,704,474
Ditto in 1863	449,163,894
Being a Decrease of	137,540,558
Clover-seed crop in 1862	1,034,790
Ditto in 1863	837,199
Being a Decrease of	228,342

Hay, potatoes, buckwheat, and seeds (excepting flaxseed), have fallen off from the previous year.

The receipts of flour, grain, &c., at the port of Philadelphia for the years 1862 and 1863 are as follows:—

		1862.	1863.
Flour	barrels	970,654	917,000
Rye flour	„	11,172	7,015
Corn meal	„	51,815	26,640
Wheat	bushels	3,050,515	2,909,196
Corn	„	1,730,121	2,081,138
Oats	„	1,408,450	2,333,100

Showing a decrease of 53,654 barrels of flour, 4,147 barrels of rye flour, 25,275 barrels of corn meal, 141,319 bushels of wheat, and an increase of 351,317 bushels of corn, and an increase of 924,650 bushels of oats, in comparison with 1862.

The following is a statement of the stock of flour, rye flour, corn meal, wheat, corn and oats in the hands of the commission houses, forwarders and millers for the last five years :—

	Flour.	Wheat.	Corn Meal.	Rye Flour.
	Barrels.	Bushels.	Barrels.	Barrels.
1859	117,900	152,500	2,577	987
1860	123,200	115,800	7,834	650
1861	143,100	176,000	1,324	2,231
1862	102,800	167,800	1,600	1,455
1863	116,600	251,200	1,959	260

Of the total amount of flour on hand 17,800 barrels is in the hands of the millers, against 10,000 barrels last year; and 8,200 barrels have been sold for export against 4,500 barrels last year.

Of wheat 37,000 bushels are in the hands of the millers against 40,000 bushels last year.

The stock of corn was :

	Bushels.		Bushels.
In 1859	34,200	In 1862	41,000
1860	101,000	1863	38,561
1861	258,000		

The Stock of oats was :—

	Bushels.		Bushels.
In 1859	79,800	In 1862	75,500
1860	96,000	1863	92,860
1861	258,800		

The inspections of flour have been figured as follows :—

	1863.	1862.	1861.
Flour - - - barrels	772,263	792,789	834,019
Ditto - - half-barrels	727	3,585	4,605
Corn-meal - - - barrels	25,498	43,146	31,297
Ditto - - - hogsheads	325	35	99
Rye flour - - - barrels	4,564	11,079	8,743

Flour Mills.—The following is a statement of the capacity of the flour mills of Philadephia :—

Horse-power.	Number of Stones.	Capacity per Week.
1,060	79	16,400

The total annual capacity is 852,800 barrels. About one-half of this flour is sold to the city consumers, or shipped coastwise without inspection, so that the Inspector's Reports are no criterion of the flour trade of Philadelphia.

Oil trade of Pennsylvania.—The Petroleum trade of Pennsylvania has become a standard staple of consumption and of exchange with foreign countries. In 1862 the progress of the trade was very rapid, reaching an aggregate value of 8,198,000 dollars. Total value exported to foreign countries, 3,183,917 dollars. In 1863, the quantity and value exported to foreign countries rose to the great magnitude of 27,934,944 gallons, valued at 10,664,379 dollars, or more than three times the value of the exports of the previous year. During the last year a greater portion was

refined previous to exportation, and the prices advanced also, which increased the value of the exportations relatively to the year 1862. During the last part of 1863 petroleum was relied upon as the leading article for the creation of exchange in Europe by the chief cities. In 1862 flour and grain were the chief reliance.

The fact that this new staple has, at this crisis of national affairs, created exchange on Europe to the value of 10,000,000 dollars in a single year is one of national importance. The greater part of the value so represented is a direct product of the country, costing less than the cost of production of a crop, whether of grain or cotton.

Production of Oil for 1863.—The production at the wells has been steady, increasing with the increase of facilities for hauling and transporting the oil to the various points of departure from the district. The increase of production scarcely kept pace with the increase of exportation during the first half of the year, or before the high prices of the summer had brought out the best exertions of proprietors to deepen their wells and develope their full capacity. In 1863 there has been sent abroad :—

	Gallons.	Value.
		Dollars.
From New York . .	11,448,080	4,127,639
Philadelphia. .	3,746,211	929,979
Boston . .	1,168,678	470,000
Baltimore . .	693,000	200,000
Total ..	17,055,969	5,727,618

The production of the last year was for the first six months at 5,800 barrels daily; the three months next following 8,000 barrels daily; and that for the last quarter of the year at 5,800 barrels daily. The total product for the year at the wells is 2,286,000 barrels of crude oil. Perhaps 3 per cent. of this is loss and leakage in the immediate district before getting on any line of transportation out of it, leaving 2,220,000 barrels as the quantity actually marketed or refined.

Of this quantity probably 1,600,000 barrels were sent out of the region either as crude or as refined to eastern or foreign markets. At Pittsburg, 278,000 barrels of crude, and 230,500 barrels of refined were sent East by railroad; 12,500 barrels of crude, and 20,000 barrels of refined being sent to Western markets. There is a local consumption and distribution other than by railroad of 10,000 to 15,000 barrels. There must have been sent from Pittsburgh and its vicinity about 875,000 barrels of crude oil. There was taken northward for distribution in the Western States about 600,000 barrels. The quantity delivered at New York during the year is stated at from 720,000 to 750,000 barrels, nearly one half of which was refined.

The large production, giving an average of about 5,500 barrels net. per day, surpassed the demand, and there is now a larger quantity of oil in the United States than at the beginning of last year.

The following Table gives the figures for the distribution of the article and the stock on hand :—

	Barrels.	
Stock of crude and refined petroleum in the United States, January 1, 1863, estimated at equal to . . .	350,000	refined
Net production, say 2,000,000 barrels crude, at 65 per cent. equal to about	1,300,000	„
Total Supply	1,650,000	„

	Barrels.	
Of which were disposed of by consumption, estimated at 1,200 barrels per day, in average throughout the year about	438,000	refined
And, by export, 668,275 barrels, crude and refined, equal to about	624,000	,,
Loss by leakage, &c., on average stock of 400,000 barrels, say 3 per cent. per month	144,000	,,
Total	1,206,000	,,

Leaving stock of crude and refined oil in the United States, December 31, 1863, equal to about 444,000 barrels refined.

The greater part of this stock is in the interior of the country, chiefly at Pittsburgh. The stock at the wells is but light.

The increased shipments to Europe caused there likewise an accumulation of the article during the greater part of the year; but since the beginning of the winter months, when reasonable prices permitted the article to be more generally introduced, stocks greatly diminished.

Taking the result of the following Table as the basis, the European consumption may now be estimated at about 1,450 to 1,500 barrels of refined per day throughout the year.

ESTIMATE of the European Consumption from October to December 1863.

	Barrels.
Stock in Europe, refined and crude, October 1, 1863, equal to about	285,000
Ditto ditto January 1, 1864	155,000
Decrease about	130,000
Of which may have been occasioned by leakage, &c., on average stock of 220,000 barrels, 3 per cent. a-month, about	20,000
Excess of consumption over receipts, about	110,000
Say equal to about, refined, 95,000 barrels.	
Shipped from the United States from middle of August to middle of November, about	96,000
Deduct average leakage and loss, 10 per cent., about	9,600
Approximate receipts of crude and refined, about	86,400
Say equal to, refined, about 79,000 barrels.	
European consumption for three winter months about, refined	174,000
Per day, equal to about, refined	1,933

RANGE of Prices for Refined and Crude Petroleum.

REFINED.

1863.	Price for Standard Quality.		Average Price for same.
	Lowest.	Highest.	
	Cents.	Cents.	Cents.
January	36	45	40
February	35	40	38¼
March	30	40	34¾
April	29¾	37½	33¼
May	35	45	39½
June	39	50	44½
July	46	55	49
August	49	61	53½
September	56	61	58
October	46	56	52½
November	40	45	41½
December	42	52½	46½

CRUDE.

1863.	Price for Standard Quality. Lowest.	Highest.	Average Price for same.
	Cents.	Cents.	Cents.
January	21	26	$28\frac{7}{8}$
February	20	25	$22\frac{3}{4}$
March	20	$22\frac{1}{2}$	$21\frac{3}{4}$
April	20	24	21
May	23	33	$26\frac{1}{8}$
June	25	30	$27\frac{1}{4}$
July	28	30	$30\frac{7}{8}$
August	32	$32\frac{1}{2}$	$35\frac{1}{8}$
September	34	40	36
October	20	$37\frac{1}{2}$	$32\frac{7}{8}$
November	24	35	$27\frac{5}{8}$
December	24	$33\frac{1}{2}$	$30\frac{7}{8}$

Uses of Petroleum.—New uses for petroleum are being developed, which will greatly enlarge the demand for it ultimately. First among these is the application made of it as fuel for steam-ships. The United States' Navy Department have experimented for its use, and the result proves that a great saving would be effected by adapting steam-ship furnaces to its consumption. The United States' Government have ordered a war-vessel to be prepared for its use. In Rhode Island it has been substituted for coal in one of the largest manufacturing establishments, and many of the large mills are to be altered for its use. This will reduce the consumption of coal greatly, and its price will be lower to the consumer than it ever was before in the United States. It was formerly used by the Indians as a remedy, under the name of "seneca oil."

Foreign Exportation of Petroleum.—The destination of petroleum exported to foreign countries has been chiefly to England and the North of Europe. It is evident that the most extensive arrangements have been made to refine oil in various parts of Europe, and to provide permanently for the supply of the various products of refining to permanent markets. In Europe all the products of refining have a value nearly equal; benzine and the residuum after the oil is distilled off are both peculiarly valuable—the last for the production of the finest modern dyes. The preference of foreign dealers is therefore generally for the crude oil, and the markets established on the Continent are of the most permanent character.

The distribution of exports from Philadelphia in 1863 were as follows :—

	Gallons.	Value.
		Dollars.
To England	2,473,921	748,936
Ireland	436,837	150,188
Scotland	570,913	120,050
France	975,384	230,533
Bremen	201,316	44,909
Antwerp (Belgium)	125,174	31,594
British West Indies	69,227	30,158
Cuba and Porto Rico	52,492	19,745
Venezuela	1,811	7,626
British Guiana	5,627	2,359
Brazil	7,355	3,863
Other foreign ports	2,457	957
Total	4,939,708	1,382,080

The exports in the years 1861, 1862, and 1863 were as follows :—

1861	86,383
1862	2,608,932
1863	4,939,708

The number of companies engaged in the petroleum wells of the State is 59, ranging from 10,000 to 200,000 shares each, and representing a capital of 25,000,000 dollars in the aggregate.

The Coal Trade.—In the following Tables the summaries for each region and line of transportation at the foot of the columns represent the total quantity sent to market by that route since the opening of the mines.

COAL of Eastern Pennsylvania sent to Market in 1859 to 1863.

Hard Anthracites.

SCHUYLKILL COAL.

Years.	Schuylkill Canal.	Philadelphia and Reading Railroad.	Total.
	Tons.	Tons.	Tons.
1859	1,371,753	1,633,150	3,044,903
1860	1,356,688	1,878,156	3,234,844
1861	1,183,570	1,460,832	2,644,402
1862	983,454	2,310,990	3,294,444
1863	854,556	2,849,408	3,703,964
	5,750,021	10,132,536	15,922,557

LEHIGH.

Years.	Lehigh Canal.	Lehigh Valley Railroad.	Total.
	Tons.	Tons.	Tons.
1859	1,050,592	577,652	1,628,244
1860	1,091,032	730,642	1,821,674
1861	994,705	743,672	1,738,377
1862	396,227	882,574	1,278,801
1863	699,558	1,195,155	1,894,713
	4,182,114	4,129,895	8,361,809

WYOMING AND LACKAWANNA REGION.

Years.	Shamokin.	By Lehigh Railroad.	Delaware and Hudson Canal Company.
	Tons.	Tons.	Tons.
1859	180,753	71,099	590,999
1860	210,108	100,277	499,568
1861	241,451	111,074	726,644
1862	241,642	26,723	637,066
1863	274,936	...	828,150
	1,148,890	309,173	3,282,427

Years.	Pennsylvania Coal Company.	Wyoming Canal.	Delaware and Lackawanna and Wyoming Railroad.
	Tons.	Tons.	Tons.
1859	688,850	401,634	829,435
1860	701,523	377,277	1,080,228
1861	629,657	263,521	1,103,241
1862	601,091	480,349	1,094,315
1863	661,955	585,249	1,223,166
	3,283,076	2,108,030	5,330,385

The aggregate in tons for each year is as follows :—

	Tons.		Tons.
1859	7,517,516	1862	7,864,282
1860	8,123,516	1863	9,376,124
1861	7,626,515		

The aggregate carriage of the Reading railroad during the year 1863 was 3,093,759 tons.

The anthracite coal trade exhibits a large increase in 1863 over any previous year—

	Tons.
Total production of Anthracite in the year 1862	7,864,282
Ditto in 1863	9,376,124
Excess in 1863	1,511,842

The excess in deliveries at Philadelphia is much greater in 1863 over 1862. The Reading Railroad delivered the following quantities within the city limits in the two years :—

	Tons.
In 1862	1,714,513
In 1863	2,615,255
Excess in 1863 by the Reading Railroad alone	900,742

This, added to the excess brought from the Lehigh and other regions, raises this total to more than 1,000,000 tons, of which the chief proportion was shipped to various other localities. The number of vessels that cleared from Port Richmond, Philadelphia, the chief coal depôt, laden with coal, was 9,785, having an aggregate tonnage of 2,057,124 tons. The total coal tonnage of the Philadelphia and Reading Railroad for the year has been over 3,500,000 tons.

The number of tons of coal delivered at the leading iron works in the State was 831,156 tons during the year.

State Finances.—The revenue and expenditure of the State of Pennsylvania for the year 1863 were as follows :—

Revenue.	Dollars	c.	Expenses.	Dollars	c.
Ordinary Receipts	3,959,438	61	Expenses	3,139,121	8
Miscellaneous	330,013	4	Military	208,074	44
			Other	967,768	53
Total	4,289,451	65	Total	4,314,964	05
On hand, November 1862	2,172,844	10	November 1863	2,147,331	70

The excess of expenditure was made up from the balance on hand.

The State Debt was as follows :—

	Dollars	c.	Dollars	c.
Funded Debt, viz. :—				
6 per cent. loans, ordinary	400,630	0		
5 per cent. „ „	35,709,986	45		
4½ per cent. „ „	268,200	0		
			36,378,816	45
Unfunded Debt, viz. :—				
Relief notes in circulation	97,251	0		
Interest certificates, outstanding	15,356	63		
Ditto, unclaimed	4,448	38		
Domestic creditors' certificates	724	32		
			117,780	33
Total Funded and Unfunded Debt			36,496,596	78
Military Loan, per Act of May 15, 1861			3,000,000	0
Public Debt, December 1, 1863			39,496,596	78
The Public Debt, December 1, 1862, was			40,448,213	82

The redemption of this difference in the debt of the two years by the Commissioners of the Military Fund was in currency, and gave rise to great complaints, and that justly, particularly on the part of foreign nolders who had loaned specie and got back not more than two-thirds of what was their due.

The interest on the debt is paid in specie. But the funds are derived from the banks, which are required by law to pay into the Treasury their rateable proportion of such premium on gold as is required to meet the interest. By the Act of January 30, 1863, the banks were required to exchange a sufficient amount of coin for currency, receiving, in return, Treasury certificates pledging the State faith to return coin before March 1864, with $2\frac{1}{2}$ per cent. interest. 1,968,904 dollars coin was so obtained, and there is 41,040 dollars interest due to the banks. The State had to pay 1,013,986 dollars premium on the coin to return it. The banks demurred at this system of calling upon them to furnish coin, particularly at a time when they were called upon to struggle against a new system of banking which was not subject to State taxes. In 1837 and 1839 the State was forced to suspend her interest or pay in paper. When the difficulty passed, the State, by the Act of June 12, 1840, appropriated a sufficient sum to reimburse her loan-holders for the difference in value between specie and the currency in which they had previously paid, and then solemny declared "that hereafter the interest falling due on Pennsylvania stocks shall always be paid in specie or its equivalent." This is the law to-day, and for its observance and the maintenance of the present good name of the Commonwealth, no effort or sacrifice ought to be spared.

The taxable property of the State is as follows :—

	Dollars.	c.
Real and Personal Estate	595,591,994	00
	Dollars c.	
Tax Assessment	.,545,643 94	
Half mill-tax	294,859 72	
	1,840,503	66
Population	2,921,046	
„ Taxable	642,468	

The Lumber Trade.—The lumber trade of the Susquehanna River during the year reached the high figures of 200,000,000 feet. The prevailing prices during the year were 17 to 18 dollars as the minimum, and 26 to 30 dollars as the maximum per 1,000 feet, estimated to average fully 20 dollars at the point of production for the entire product of the year. The total value of 200,000,000 feet at the point of production is therefore 4,000,000 dollars. The marketable value of which, after expenses of transportation, &c., is 3,960,000 dollars. The chief markets are Philadelphia and Baltimore, or through these cities to other points of consumption. There was abont 2,500,000 feet sent to New York. The Pennsylvania railroads carry to market about 30,000,000 feet. The production is constantly and regularly increasing. The quantity of oak and pine timber cut annually and sent to market for ship-building purposes is very large, and the chief supply of ship timber to the entire Atlantic coast from Philadelphia to Maine is now in the district of Central Pennsylvania.

Public Works.—There are 96 different Steam Railway Companies in the State, 24 City Horse Passenger Railroad Companies, and 17 Canal Companies.

The expenses of the Steam Railroad Companies were 20,602,804 dollars 56 cents; the receipts were 40,523,571 dollars 45 cents.

The expenses of the City Horse Passenger Railroad Companies were

1,267,044 dollars 62 cents; the receipts were 1,813,228 dollars 20 cents.

The canals extend in all about 1,200 miles, having 750 locks, and employing, in the aggregate, about 6,300 boats, the greater portion of which are owned by private individuals.

The General Sanitary Condition of Philadelphia.—With the exception of a very limited number of cases of an unusual form of fever commonly called "spotted fever," and a general prevalence of "influenza," there has been no evidence of any epidemic influence whereby the figures of an unusual per-centage of deaths for the year should be increased.

The interments numbered 15,788, an increase of about $4\frac{1}{2}$ per cent. upon the previous year, in which they were 15,097. After deducting the still-born and those dying outside the city limits, it appears that the absolute mortality for the year has been 1 in 43·5 of the population, against 1 in 43·3 for 1862, thus showing but a slight increase. The births numbered 15,293, and marriages 5,474 were reported. The following Table exhibits a general summary.

Years.	Births.	Marriages.	Deaths.
1861	17,271	4,417	14,468
1862	14,741	4,662	15,097
1863	15,293	5,474	15,788

Philadelphia, June 1, 1864.

SAN FRANCISCO.

Report by Mr. Consul Booker on the Trade of San Francisco for the Year 1863.

In 1863, 43 British ships, measuring 26,861 tons, entered this port; of these, 38 measuring 25,736 tons, with cargoes valued at 348,116*l.*, arrived from Great Britain and British colonies. In the same period the following arrived from foreign ports:—

Nationality.	Number of Vessels.	Tonnage.	Value of Cargoe.
			£
American	238	214,665	2,790,600
French	12	5,096	96,800
Russian	5	7,803	7,200
Italian	3	716	28,640
Danish	10	3,754	75,500
Norwegian	2	623	11,200
Hanoverian	5	1,539	27,500
Hamburg	12	4,408	82,600
Bremen	4	1,127	16,250
Oldenburg	1	340	8,550
Lubeck	1	550	12,200
Mecklenburg	1	496	11,000
Prussian	1	797	21,300
Dutch	3	883	17,450
Peruvian	5	1,437	14,100
Columbian	20	3,455	27,600
Tahitian	4	536	2,300
Mexican	1	72	575
Sandwich Islands	1	200	2,800

The foregoing shows an increase in British shipping of 11,178 tons over the arrivals in 1862, but there is no change worthy of remark connected with America or other foreign shipping. I give below the total arrivals, with the countries from which the ships arrived.

	Vessels.	Tonnage.
From Atlantic Ports of the Union	102	114,963
Pacific Ports of the Union	1,414	253,017
Great Britain	30	22,827
Australia	28	13,962
Calcutta	3	1,335
Vancouver Island	44	46,605
Panama	39	84,871
France	13	5,628
Hamburg	11	4,115
China	44	32,888
Japan	3	893
Manilla	7	5,752
Java	3	981
Spain	1	295
Brazil	4	1,034
Chile	4	1,751
Peru	11	2,977
Mexico	66	20,845
Cuba	2	800
Sandwich Islands	18	6,520
Georgian Islands	13	2,176
Central America	13	8,771
Russian Possessions of America	9	3,146
Russian Possessions of Asia	4	737
Whaling Voyages	13	4,504

In the same period the departures were as follows:—

	Number of Vessels.	Tonnage.
To Atlantic Ports of the Union ..	15	16,876
Pacific Ports of the Union ..	1,480	349,180
Great Britain	32	35,095
Panama	40	85,738
France	1	437
Cape of Good Hope	2	1,867
Australia	14	7,755
New Zealand	8	2,825
China	53	36,821
Japan	2	1,345
Manilla	4	2,614
Chile	6	2,434
Peru	48	45,382
Ecuador	1	120
Mexico	71	26,213
Vancouver Island..	117	78,335
Sandwich Islands..	21	8,771
Society Islands	10	1,667
Central America	17	9,498
Russian Possessions of America..	9	3,244
Russian Possessions of Asia ..	4	924
Whaling Voyage	16	4,756

Sacramento, the capital of the state is the chief commercial entrepôt of the western half of the state, and of the whole of Nevada territory, and I give below the tonnage employed in the trade between this city and that point during the past year.

The Arrivals at Sacramento were—

	Number.	Tons.
Sailing Vessels ..	1,061	42,941
Steamers	1,055	269,086

San Francisco continues to be the only port in California with a foreign trade.

The receipts of gold dust from the interior of the State and Nevada territory amounted in the year to 9,065,465*l.*; in the same period there arrived from the State of Oregon, and the territories of Washington and Idabo 711,730*l.*, total 9,777,195*l.* These receipts must necessarily be considerably less than the amounts that actually find their way to this city, as much treasure comes by private hands and passes through no channel affording an opportunity of collecting statistical information; this is particularly the case from the north. Of the above amount about 2,500,000*l.* came from the silver districts of Washoe and Esmeralda, the former in Nevada territory and latter in the south-eastern part of this State. The receipts of the year show an increase over those of 1862 of 1,269,235*l.*

The exports of treasure have been as follows:—

	£
To New York	2,077,865
England	5,693,450
China	841,275
Panama	500,660
Mexico	31,107
Vancouver Island	20,000
Central America	15,566
Society Islands	16,000
Manilla	13,240
Japan	6,912
Havana	6,460
Sandwich Islands	6,250
Total	£9,228,785

Showing an increase over 1862 of about 700,000*l.* The shipments to England exceed those of 1862 by 3,103,420*l.*, and of 1861 by 4,881,100*l.*

The following returns show the value and destination of our exports other than specie and bullion :—

	£
To Great Britain	339,565
Australia	97,540
Vancouver Island and British Columbia	349,360
New York	547,300
Boston	301,150
Mexico	363,930
Peru	43,240
China	249,250
Sandwich Islands	71,475
Japan	8,800
Other countries	36,950
Total	£2,408,560

The value of the different articles of Californian produce exported I give below.

	£
Barley	17,500
Beans	2,300
Bran	1,650
Biscuit	8,350
Copper Ore	102,600
Fish	2,275
Flour	163,450
Hay	2,400
Hides	224,800
Horns	450
Leather	750
Lime	500
Mustard Seed	2,250
Oats	36,600
Potatoes	4,375
Quicksilver	204,650
Skins	14,250
Silver Ore	23,600
Sundries of Agriculture	9,200
Sundries of Manufacture	1,550
Tallow	21,600
Timber	24,625
Wheat	388,800
Wine	16,000
Wool	243,850

The destinations of the above were as follows:—

	£
To Eastern Ports of the Union	598,500
Great Britain	370,523
Australia	84,500
China	203,000
Mexico	112,600
Peru	32,500
Sandwich Islands	13,400
Vancouver Island and British Columbia	52,150
Other Countries	51,200

The shipments of grain and flour during the year to Great Britain and British colonies have been as follows:—

	Wheat.	Flour.	Oats.	Barley.
	Bushels.	Barrels.	Bushels.	Bushels.
To Great Britain	1,347,900	12,198	..	..
Australia	97,100	7,763	133,800	20,720
New Zealand	12,730	8,372	645,65	7,200
Hong Kong	267,880	40,686	6,250	..
Vancouver Island	6,040	30,873	13,045	..
Cape of Good Hope	15,815	4,292	..	50,425

The following shows the cost per quarter, free on board, and inclusive of freight, of wheat shipped to England during the past year:—

In January	47*s.* 6*d.*
February	48*s.* 4*d.*
March and April	47*s.* 6*d.*
May	46*s.* 6*d.*
June	47*s.*
July	47*s.* 6*d.*
August	44*s.*
September and October	43*s.*
November and December	42*s.* to 43*s.*

The wheat shipped has been chiefly superior white, averaging 64 lbs per bushel in weight. The barley shipped has been of fair quality averaging 50 lbs. per bushel, cost-free on board, from 24*s.* to 38*s.* 9*d.* per imperial quarter. The highest price was at the commencement of the year, after which the decline was gradual to the end. The same remark applies to oats, which in January cost 42*s.* 8*d.* free on board, and in December 20*s.* 9*d.*, the average being 31*s.* 10*d.*

The oats of this State and Oregon are of a very excellent quality, weighing from 39 to 43 lbs. per bushel.

Sugar.—The market for sugar has been well supplied throughout the year; the imports have amounted to 11,880 tons, being an excess of about 3,300 tons over those of 1862. The prices of low grades of raw, suitable for refining purposes, have ruled low. Three entire cargoes have arrived from Cuba, and the quality has been much approved of by the dealers. The imports from the Sandwich Islands have exceeded those of any former years, and there has been more of a superior quality received, which has readily commanded 45*s.* to 49*s.* 6*d.* per cwt. The imports of refined sugars from the Eastern States have been much curtailed, consequent on the large quantity supplied to our market from the local refinery. The sales from that establishment during the year comprised

Crushed	15,752 barrels. 9,001 half barrels. 651 boxes. 2,161 half boxes.
Loaf..	684 cases.
Granulated	25 barrels. 545 half barrels.
Powdered	536½ barrels. 2,922 half barrels. 10,895 boxes.
Yellow Sugar	9,715 barrels. 8,197½ half barrels. 295 bags. 410 boxes.
Syrup	2,745 barrels. 1,316 half barrels. 19,745 kegs.

Rice.—The stock of rice at the commencement of last year was 7,500 tons, accumulated through the high price at one time ruling in 1862. The importations the past year have been large, and the stock at the close of the year was about 10,000 tons.

The price for No. 1 China has averaged about 28*s.* per cwt., and the lower classes in proportion. The monthly consumption is estimated at about 800 tons.

Tea.—Our stock of teas was large at the close of 1862, and the imports of the past year have exceeded those of any previous one, amounting to 2,489,622 lbs., of which 335,589 lbs. were received from Japan. The Japan teas have been of superior quality, and have sold generally at prices rather above the Chinese. The duty is now 20 cents, equal to 10*d.* per lb.

Coffee.—At the commencement of last year, with a stock of 10,000 cwts., Rio coffee was selling at 135*s.* per cwt., but an arrival *vid* the Isthmus of 1,000 bags from New York sent the price down to 106*s.* and 108*s.*, at which figure it remained pretty much throughout the year, Costa Rica generally commanding 5*s.* per cwt. more, and Java 10*s.* The arrivals from different ports have been as follows:—

	Cwts.
From Rio Janeiro	15,992
Costa Rica	20,658
Java	11,880
Manilla	16,670
Sandwich Islands	983

The stock on hand on the 31st December was about 22,000 cwe woollen, cotton, and linen goods. The importing trade has been profitabl throughout the year.

The imports have been comparatively small, and the stock on hand is extremely light. The blankets manufactured in this city are now in general use, and only coarse descriptions can be imported to advantage. Our mills are turning out large quantities of white and coloured flannels and cloths. The stock of brown domestics has been small, and prices have ranged from 11*d.* to 1*s.* 2*d.* Drills have likewise been in short supply, and selling at 11*d.* to 11½*d.* Bleached sheeting (8*s.* 4*d.* to 10*s.* 4*d.*) has of late been very scarce, and prices advanced so much that linen sheeting has had to supply its place.

Linen table damasks, 7*s.* 4*d.* to 8*s.* 4*d.*, have ranged from 3*s.* to 5*s.* Flax canvas has been in request at 7½*d.* to 8*d.*

The imports of foreign coals have been as follows:—

	Tons.
English	12,426
Scotch	824
Welsh	1,411
Sydney	16,890
Vancouver Island	5,744
Chile	1,787

From eastern ports of the Union we have received 38,657 tons anthracite, and 1,880 hhds. and 3,780 casks Cumberland (for blacksmiths' use). From our own mines in Contra Costa County we have received 41,550 tons, and from Oregon and Washington territory 10,360 tons. In the early part of last year prices ranged low, English, Scotch, and Welsh selling at 3*l.* 5*s.* to 3*l.* 10*s.*, Sydney at 2*l.* to 2*l.* 4*s.*, and anthracite as low as 2*l.* 15*s.* Of late, English and Scotch coal have been so ldat 3*l.* 8*s.* to 3*l.* 12*s.*, Sydney at 3*l.* to 3*l.* 2*s.*, and Vancouver Island at 2*l.* 16*s.* to 3*l.*

Stocks of all kinds are unusually light.

Naval Stores.—The market for eastern and foreign has been seriously interfered with by Californian production. A year ago our surplus stock of tar, pitch, and rosin was re-shipped to Boston and New York. The price of tar a year since was 4*l.* per barrel, but the quantity manufactured here reduced it to 2*l.*, at which price it has remained firm. The same remark applies to pitch, which ruled high until large supplies of local asphaltum pitch sent the price down to 3*l.* to 3*l.* 4*s.* Large receipts of oakum have caused the price to vary greatly. Of late it has been selling at about 45*s.* per cwt.

The agricultural resources of the State have been extended the past year more than in any previous one. In thirty-seven counties (out of forty-six) the returns show the numbers of acres under cultivation to be 1,197,948 against 1,071,082 in 1862.

The Surveyor-General's Statistical Tables furnish the following facts respecting the wealth and productions of the State:—Whole number of acres inclosed, 3,407,923; land cultivated, 1,897,984; acres of wheat, 263,208; bushels of wheat, 4,147,649; acres of barley, 191,398; bushels of barley, 3,833,674; acres of oats, 36,879; bushels of oats, 803,523; acres of rye, 1,163; bushels of rye, 17,263; acres of corn, 9,355; bushels of corn, 226,579; acres of buckwheat, 583; bushels of buckwheat, 11,216; acres of peas, 2,033; bushels of peas, 61,770; acres of beans, 5,682; bushels of beans, 162,292; acres of potatoes, 9,928; bushels of potatoes, 969,670; acres of sweet potatoes, 281; bushels of sweet potatoes, 32,900; acres of onions, 407; bushels of onions, 16,565; acres of hay, 185,128; tons of hay, 254,582; acres of flax, 7; bushels of flaxseed, 132; acres of Chile clover, 5,191; tons of Chile clover, 7,768; acres of sugar cane, 98; cotton, $\frac{3}{16}$ths of an acre, producing 1,100 lbs.; acres of broom corn, 470; lbs. of butter, 888,359; lbs. of cheese, 980,313.

Improvements.—Whole number of grist-mills, 97, of which 50 go by steam, with 98 run of stone, and 47 by water power, with 81 run of stone; total number of saw-mills reported, 218, of which 109 go by steam, 86 by water, and 22 by unknown power. In eighteen of these saw-mills, 111,735,500 feet of timber are sawn per annum; in six of these mills, 22,967,000 shingles are made. In eight counties there are 107 quartz mills, and the quartz mills in five counties crush 176,300 tons of quartz per annum. In fourteen counties there are 327 mining ditches of the aggregate length of 2,988 miles. In sixteen counties there are 62 toll bridges, 78 ferries, and 57 turnpike roads. Two of these roads have no length assigned them; the balance are 491 miles long in the aggregate.

The cultivation of the grape in Sonoma County (about 40 miles from this city) has increased materially, and the yield of wine from that district will reach $225,000. In other parts of the State, chiefly in Los Angeles County, 300 miles south of this point, the produce will probably reach 600,000 gallons.

The clip of wool the past year has reached 7,600,000 lbs., being an increase over 1862 of nearly 2,000,000 lbs. Merino grades of the spring clip were sold in the spring at 12½*d.* to 13*d.* per lb., but this price was not quite maintained in the autumn, 1*s.* per lb. being quite the highest price obtainable. The autumn clip has chiefly been sold at 9½*d.* to 10½*d.* per lb. American wool sold at 10*d.* to 11*d.* in the spring, and 8½*d.* to 9*d.* in the autumn. Mixed wools, chiefly Mexican, have ranged in price from 6*d.* to 9*d.* per lb. A large quantity of wool, about half of that exported, was sent to New York and Boston, *viâ* the isthmus, at an average freight of 3½*d.* per lb.

The market for "Ranche" cattle has been very depressed throughout the year. Many herds from the southern parts of the State have had to be driven back for want of an offer of almost any kind. Stall-fed and fat oxen have varied in price from 2*l.* to 7*l.* 10*s.* per head. The hide market has not been very buoyant; 308,000 hides have been exported, and the price has ranged from 5½*d.* to 7¼*d.* per lb., the former being for hides from cattle in the southern country that have died from starvation, consequent on the very dry weather, and other causes.

Gold mining during the past year has been carried on with vigour and with good success, surpassing that of several years preceding 1862, when the quantity of water caused by the floods in the spring opened up so much new ground, and allowed of so many places being worked that could not have otherwise been made remunerative. There are now few "Placers" yielding profitable employment to the miner, although a good many are yet worked by Chinamen in the spring and summer. Hydraulic mining (undermining and washing down by a stream of water under high pressure) is still, perhaps; the most profitable, from the great saving of labour. This is carried on mainly in the central and northern portion of our mining regions.

Quartz mining is conducted much more by large companies than formerly, most of them being incorporated, and having their head offices in this city. In this way several hundred quartz mines are being worked or prospected that would otherwise have remained dormant for many years to come. Tunnelling is carried on to a very large extent both by incorporated and private companies; the object of this work is to seek for deposits of free gold in what has been supposed to be old beds of rivers and creeks. This is the most uncertain of all mining, but it has its attractions to miners consequent on the great success met with by some.

Silver mining is now carried on extensively in this State, but there has not yet been time to develop the leads. In one district in Calaveras County, 225 miles nearly due east from this point, over 100 mines are located, and most of them in process of working. In the south-eastern and southern part of the State a vast number of leads have been discovered, and specimens of almost fabulous richness have been sent here to be assayed.

The formation of incorporated companies and the confidence now displayed by capitalists in mining adventures lead to the belief that the production of the precious metals will increase for many years to come even in this State; but when is added to this the produce of the large mineral regions of Nevada, Idaho, and Arizona territories, and the State of Oregon, there can be no doubt but that the receipts of gold and silver

at San Fransisco will materially increase. There have been no silver mines yet discovered in Nevada territory to equal those on the Comstock lead in Washoe, the first silver-bearing vein discovered in the territory. Within a short distance of it is Gold Hill, which is yielding largely in gold and silver combined, whilst in every direction around it are many hundreds of claims, on many of which a vast amount of labour and capital has been expended, but as yet without, except in a few instances, any nett profit being obtained. This is to be accounted for, in a great measure, by the great depth it is necessary to go before reaching paying rock. To the north-east of Washoe, and about 160 miles distant, is the Humboldt district, a portion of which has been pretty well "prospected," and with flattering result. From one mine there a considerable quantity of very rich silver ore has been extracted, but it is very "intractable," and will probably have to be shipped to the Eastern States or England, where the materials for working more easily and economically are to be obtained.

To the east of Washoe is a large district full of silver leads, known as Reese River, through which the overland mail route passes. It is yet too early to predict what will be the future of this and the still more distant mines, but Reese River has an advantage over the Humboldt district in having plenty of timber fit for all mining purposes. As yet, only one or two mills, of small capacity, have been erected in either of these districts, and they are employed chiefly in trial crushings, charging 10*l.* to 12*l.* per ton for crushing and reducing the ore. The "Gould and Curry" Mining Company in Washoe have paid the largest dividends; they have extracted ore in the past year yielding in silver 523,607*l.*, and in gold 292,880*l.* From assays the ores worked have averaged in value about 80*l.* per ton, and the metal extracted has averaged 63*l.* 4*s.* During the year there was delivered from the mine to the Company's mill, 4,812 tons of second-class ores, from which was extracted 304,130*l.*; to various other mills, 43,907 tons of third-class ores, from which was extracted 480,050*l.* 24½ tons were shipped to England, at an estimated value of 480*l.* per ton. The cost of mining the ores does not exceed 32*s.* per ton, and the cost of reducing them, including fuel, labour, quicksilver, chemicals, &c., about 7*l.* 12*s.* per ton.

The "Ophir" Mine has paid the largest dividend after the "Gould and Curry" Mining Company. The mine of this Company is also on the "Comstock Lead." The Company during the past year extracted:—

	Tons.	Assaying, per Ton.		
		£	*s.*	*d.*
1st Class Ore	478¾	£120	4	0
2nd Class Ore	5,207	28	12	0
3rd Class	8,467½	12	0	0
4th Class (sold at the Mine)	4,833	..	..	

The total produce from the 13,999 tons reduced amounted to 298,929*l.*, or 21*l.* 7*s.* per ton. The cost of the ore delivered at the mill was 4*l.* 11*s.* per ton. For reducing the ores two processes are used at the Company's work, the "Banel" costing 6*l.* 4*s.* 8*d.* per ton, and the "Patio" 4*l.* 13*s.* 1*d.* per ton. By the "Banel" process the loss on the assay value was about 11 per cent., and by the "patio" 19½ per cent.

There were paid in dividends during the year, 157,760*l.*, being $41\frac{6}{10}$ per cent. of the gross product of the mine.

The gold and silver mines of Mono and Esmeralda, about which the most sanguine expectations were raised, have not proved as yet to be

remunerative. Some rich "pockets" have been struck from which large sums have been realised, which has served in several instances to place the stock at a high price in the market, to terminate in very serious losses to the operators in it. In my former Reports I have explained that a report on the trade of California would be incomplete without reference to Nevada and the other neighbouring territories, and the same explanation is still required; the mines are worked mainly by Californian capital; the requirements of the mines are drawn from California, and the gold and silver extracted finds its way to this city, either to be converted into coin or exported.

Copper mining has for some time attracted much attention, and in one county of this State in particular many valuable leads have been discovered; as yet, however, few companies have extracted paying ore in large quantities. The leading mine has been shipping nearly 300 tons monthly, assaying over 20 per cent., and another one has during the past six months shipped over 100 tons of first class ore monthly. The total exports have amounted to about 5,250 tons, of which all but 275 tons have been shipped to New York or Boston (chiefly the latter). During the first half of last year there was great speculation in mines and mining shares, and over 1,500 mining companies were incorporated in this State; the excitement towards the autumn abated, but in the whole year there were nearly 2,500 companies formed; the amount of assessments drawn from shareholders during the year has been immense, but I have been unable to collect any reliable statistics on the point. I think, however, that in Nevada territory far more money has been spent in opening and developing new mines than the whole of the mines of the territory have yet yielded. The freight paid for the carriage of merchandise during the year from California to Nevada territory has been estimated at over 1,250,000*l.*

A good many quicksilver mines have been discovered in different parts of the coast range of mountains, but almost the whole supply of the past year has been received from the New Almaden Mine; this mine, after years of litigation, passed by purchase from the original holders to a company formed in New York, and which previously owned the Eurequita Mine, situated a few miles from the New Almaden. When the company got possession of the New Almaden they ceased to work the former, and as the New Idria Mine has been in litigation, and closed by an injunction of the court, there has been nothing received from it.

The Guadeloupe Mine, which has been worked for several years, yields but little, and the mines of Uapa County, which are supposed to be rich, have not been worked in a way to yield more than a very small quantity of metal.

The coal or lignite mines of Mount Diablo (about 40 miles from this city) have been worked with energy the past year, and have yielded over 40,000 tons, all of which has found a ready market at 36*s.* and 37*s.* 6*d.* per ton; the produce of the mines this year is expected to be nearly double that of last. The California Steam Navigation Company use it on their river steamers, and large quantities are consumed for domestic purposes.

There has been some activity displayed the past year in building railroads; one has just been completed from this city to San José, a small agricultural town situated about eight miles from the head of the bay; it it is a single track, fifty miles in length, running the greater part of the way over a level plain, and the cost has not been by any means extravagant. A road is now being surveyed to connect San José with Sacramento (the capital of the State) viâ Stockton, a distance of 117 miles; it is under contract to be completed by August, 1867; for this road there have been public and private subscriptions amounting to

220,000*l.*, and it will receive 3,200*l.* per mile as a part of the Pacific Railroad Line. Some progress has been made in the Central Pacific Railroad of California; the surveyed line runs north-east from Sacramento to the eastern base of the Sierra Nevada Mountains, and there appears to be no natural obstacle to prevent the completion of the line within a reasonable time; this line will also form a part of the Great Pacific Railroad. The grading, masonry, and bridging is completed for twenty-four miles from Sacramento, and the iron for seventy miles of the road is expected to arrive here very shortly.

The Sacramento Valley Railroad, from Sacramento to Folsom, twenty-two miles in length, was the first built in the State, and has been in full work for several years. The Californian Central Railroad connects with it at Lincoln, a town on the plains, a distance of about twenty miles. No work has been done on this line during the past year, but it is proposed to continue it to Marysville, to connect it with the Californian Northern Railroad recently completed from Marysville to Oroville (a mining town), a distance of twenty miles. Several other lines of railroad are projected, and some have been surveyed and partially graded; but the companies are not yet in a financial condition to continue their undertaking.

During the year four horse passenger railway companies have laid tracks through most of the main streets in the lower and central parts of the city, and the cars are running every few minutes throughout the day.

We have had for some time two woollen factories; one of them has been recently greatly extended, and the two now use over 2,000,000 lbs. of wool in the manufacture of blankets and cloths.

The large sugar refinery has been in full work throughout the year.

The foundries and machine shops, although they have been considerably augmented, have been unable to keep pace with the demand for quartz mills and other machinery.

The California State Telegraph Company have now in operation 2,700 miles of wires, and have completed 500 miles during the past year. It is in contemplation greatly to extend their lines.

The United States Branch Mint has been in active operation; during the year there were coined 386,620*l.* in double eagles ($20 gold pieces), 20,000*l.* in eagles, 17,000*l.* in half eagles, and 5,400*l.* in quarter eagles; also 91,600*l.* in silver half dollars, 3,150*l.* in dimes, and 1,000*l.* in half dimes.

The Governor's message exhibits the condition of State indebtedness as follows:—

	$	cts.
Bonds issued under the Act of 1857, outstanding ..	3,620,500	00
Bonds of 1860, outstanding	198,500	00
Old War Debt, under Act of March 7, 1851, and May 3, 1852	218,478	54
Transfer from Swamp Land Fund for Legislative expenses, 14th Session	183,125	00
Due the School Fund	368,520	00
Bonds held by the State Treasurer in trust for the School Fund	107,000	00
Outstanding Warrants, drawn on General Fund ..	210,620	40
	$4,906,733	94
From this deduct Legal Tender Notes in Treasury belonging to General Fund..	67,190	87
	$4,839,543	07
On the 1st December, 1862, the State Debt was ..	5,569,284	76
December 1, 1863 it is as above exhibited	4,839,543	07
Decrease	$729,741	69

This shows a decrease in the State debt during the year of $729,741 69 cts.

	$	cts.
The indebtedness of the General Funds on the 1st December, 1862 was	550,213	70
December 1st, 1863, it is according to the Controller's Report	210,620	40
	$329,593	30

Thus showing that the floating debt of the State has been lessened $329,593 30 cts.

The valuation of real and personal property in the State for the year ending the last day of February, 1854, is $174,000,000; an increase of $11,000,000 over the year previous.

The condition of the finances of this city and county is as follows:—

	$	$
The Funded Debt of this city and county is		3,412,000
Sinking Fund and Interest Funds, invested, loaned, or in cash, against this debt, have accumulated in the hands of the Commissioners of the Debt of 1851, or in the city and county treasury, to the extent of..	910,368	
Less Coupons due up to and including Fund of 1864	101,415	
		808,953
Debt to be provided for by taxes in future years ..		$2,603,147

The outstanding bonds and interest are classified as follows:—

	$
City Bonds of 1851, due 1871, 10 per cent...	1,352,600
City Fire Bonds of 1854, due 1866, 10 per cent.	175,500
City Bonds of 1855, due 1875, 6 per cent.	329,000
City and County Bonds of 1858, due 1888, 6 per cent. ..	1,133,500
City School Bonds of 1854, due 1866, 7 per cent.	42,000
City and County School Bonds of 1861, due 1870, 10 per cent.	20,000
City and County Railroad Bonds of 1862-63, due 1877-78, 7 per cent...	300,000
City and County School Bonds of 1860, due 1870, 10 per cent.	59,500
Total	$3,412,100

Under the Act of April 22nd, 1863, and subsequent vote by the qualified electors of this city and county, the board of supervisors of the same are authorized to issue to the Western Pacific Railroad Company, as a subscription, bonds due in thirty years, bearing 7 per cent. interest, to the amount of $400,000; and to the Pacific Railroad Company like bonds, to the amount of $600,000; total, $1,000,000.

The amount of the floating indebtedness of the city, and the city and county, with accumulated interest, is estimated to be about $1,450,000, a large part of which is about to be funded. The cash on hand in the city and county treasury, exclusive of the funds applicable to payment of bonds and interest, December 31st, 1863, was $494,000.

The assessment roll of the current year amounts to $78,000,000, but this includes mortgages and other personal property, upon which taxes will not be promptly paid. The estimate for prompt payment of taxes is from $55,000,000 to $60,000,000.

The demand for real estate in this city has been active throughout the year, with gradually increased prices. There have been far more costly dwelling houses erected than in any previous year, and the number of small and ordinary sized houses has been greatly increased, but notwithstanding, all classes of dwelling houses have found tenants at rents

averaging 15 per cent. advance on the scale of 1861, and the two or three previous years. The population of the city exceeds 100,000. San Francisco will bear comparison with any European city in the orderly conduct of its inhabitants, as shown by the statistics of crime, and the police force consisting of only fifty members.

Coin continues to be the recognized currency of this State, but an effort has just been unsuccessfully made to alter this by the repeal of a Bill entituled the "The Special Contract Bill."

The duties collected at the custom house at this port in the last year amounted to 937,680*l.*, being an increase of 287,145*l.* over that of the previous year.

The arrivals over departures by sea amounted in 1863 to about 16,000, and it is estimated that about 20,000 persons arrived overland.

I estimate the value of merchandize passing through British hands at 2,000,000*l.*

The following are the current rates of wages :—

		£	s.	d.		£	s.	d.
Miners	per diem	0	12	0	to	0	18	0
Blacksmiths	.. „	0	14	0		0	16	0
Carpenters	.. „	0	14	0		0	18	0
Engineers	.. „	0	16	0		1	0	0
Stevedores	.. „	0	10	0		0	12	0
Coopers	.. „	0	10	0		0	12	0
Stonemasons	.. „	0	10	0		0	12	0
Sail Makers	.. „	0	14	0		0	16	0
Labourers	.. „	0	4	0		0	6	0
Teamsters	per Month	10	0	0		11	0	0
Porters	.. „	9	0	0		15	0	0
Farm Labourers, with board	„	4	0	0		5	0	0
Domestic Servants ..	.. „	4	0	0		8	0	0
Seamen's Wages ..	.. „	4	0	0		5	0	0

San Francisco, 1863.

VENEZEULA.

RIVER ORINOCO.

Report by Mr. Vice-Consul Mathison on the Trade of the River Orinoco, in the Province of Guayra, for the Year 1863.

Imports.

The gross value of imports amounts to 91,216*l.* 18*s.*, being a decrease of 3,865*l.* 2*s.* as compared with the previous year, with a decrease on the shipping of 2,552 tons.

British.—The value imported by British vessels amounts to 10,655*l.* 13*s.*, being an increase of 4,240*l.* 13*s.* as compared with 1862, but there is a decrease of 1,158 tons.

Venezuelan.—The value imported by Venezuelan vessels amounts to 37,725*l.* 19*s.*, being an increase of 35,512*l.* 7*s.* as compared with 1862, with an increase of 1,317 tons on the shipping.

Danish.—The value imported amounts to 3,880*l.* 12*s.*, and 344 tons, showing an increase of 1,320*l.* 12*s.*, and 122 tons on the shipping as compared with 1862.

Hanseatic.—The value imported amounts to 38,954*l.* 12*s.*, showing a decrease of 7,993*l.* 8*s.*, as also 1,159 tons on the shipping as compared with 1862.

Export Trade.

The gross value of exports amounts to 62,925*l.*, showing a decrease of 28,534*l.* as compared with the previous year, with a decrease on the shipping of 1,082 tons.

British.—The value exported in British vessels amounts to 7,277*s.* 12*s.*, being an increase of 289*l.* 12*s.* as compared with 1862. Several vessels have been withdrawn from the trade in consequence of the increased price of cattle, and the duty levied thereon now amounts to 12*s.* 10*d.*

Venezuelan.—The trade in Venezuelan vessels, as will be seen in the report on exports, has considerably increased in consequence of the war in the United States. All the American vessels formerly trading from New York to this port being now under the Venezuelan flag.

Denmark.—There is no direct export trade with Denmark, and vessels of that nation are always chartered to carry cargoes either to the Hanseatic towns or New York.

Hanseatic,—Since tobacco has ceased to be procured, in consequence of the civil war, all the Hanseatic vessels are engaged in carrying cargoes to the United States, and the case is the same respecting all other foreign flags.

Coasting Trade.—Foreign vessels have been employed in this trade since the 27th August ultimo, in consequence of a decree issued to that effect, to be in force for six months, but after that date it will be again confined to Venezuelan vessels alone. All vessels engaged in this trade bring salt, rum, and native productions from La Guayra, Cumaná, Carúpana, and Margarita.

General Remarks.

Respecting the import and export trade at the Orinoco, the increase or decrease depends on the political state of the country, as every change of Government brings with it some serious alteration in the fiscal laws; and the present condition of the republic will likely produce

such extensive changes, that any observations as for the future would be quite useless.

Currency.—Venezuela has no metallic currency of its own; consequently the monies of all nations are in circulation, but principally that of England, France, and the United States. On English money there is a profit on its importation of 4 per cent., on American $7\frac{1}{2}$ per cent., and on French $2\frac{1}{2}$ per cent., which, if again exported, will bear a proportionate loss.

Exchange, $6\frac{1}{4}$ current dollars to 1*l.*

Ciudad, Bolivar, March 22, 1864.

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